SATURDAY NIGHT

NOVEMBER 1, 1952 10 CENTS

—CPR

TOTEM POLE MAKER: Indian experts in British Columbia have revived what was a vanishing art.

B.C.'s Problem Railway Grows Up . . . Roy W. Brown
Can Auto Insurance Rates Be Cut? . . . . . Hal Tracey

THE POLITICAL TREND

by Michael Barkway

FOR three and a half years Canada has been governed by the most unbalanced House of Commons in its history. Now for the first time since 1949 the political atmosphere is swinging back nearer to normal. "Change and decay" are again in the air.

When the 21st Parliament starts its seventh session at the end of this month, the politicians will be very conscious that the next general election is less than a year away, that the Liberal surge of 1949 has apparently worked itself out, and that there are some signs of a swing towards a better political balance.

But the omens are still contentious. The political pundits cannot agree on the one thing that they all want to know: Is there a national trend away from the Liberal party, or is this just a passing wave of unpopularity? And secondly, if the trend is away from the Liberals, is it in favor of the Conservatives?

The first voting test of political feeling is, of course, in by-elections. It is an uncertain test. On the one hand it is easier to vote for Opposition candidates when the fate of the Government is not at stake. A government may normally expect to lose by-elections, especially after such a sweeping victory as 1949. On the other hand the Government itself has a large measure of choice in the places where by-elections shall be held. Some members die. But the greater number of by-elections are held in seats which the Government itself has opened up by its own appointments.

SINCE 1949 the St. Laurent Government has appointed two Liberal members to be Lieutenant-Governors, two to the Senate, one to be Clerk of the House of Commons, and eight to be judges. Three have resigned to fight the Liberal battle in the provincial sphere: Walter Thompson to be leader in Ontario, Lapalme to be leader in Quebec, and Cournoyer to support Lapalme. Just over half the by-elections, therefore, have been in seats which were chosen (or at least consented to) by the Liberals.

Out of 30 by-elections since June 1949, five were in seats previously held by PC's, and 25 in seats held by Liberals. The PC's held all their five seats. The Liberals held 12 and lost 13—eight to the PC's and five to rebel Quebecers running as independents.

The turnover from Liberal to Conservative is only eight out of 30, and put this way it sounds small. But the pattern of the by-elections falls into two clear halves. Up to the end of 1950 the Liberals were still riding high. There were 17 by-elections in those first 18 months, and the Conservatives made only two gains: Mrs. Fairclough took Hamilton West after Colin Gibson's appointment to the bench, and George Nowlan reversed the narrow Liberal majority of 1949 in Annapolis-King's after the 1949 election had been declared invalid. It was not until June, 1951, two years

CONTINUED ON PAGE 20

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CANADA

The Political Trend ..... Michael Barkway 1
The Basis of Right Conduct ..... B. K. Sandwell 7
BC's Problem Railway Grows Up ..... Roy W. Brown 11
How Can We End the Traffic Nightmare? ..... Joseph Cornish 14
Romuald Bourque—Ottawa Crusader ..... Leonard Knott 17

INTERNATIONAL

Pearson, Vishinsky and Company ..... Willson Woodside 15

EDITORIALS

Legal Difficulty Nearer Solution; Osgoode Lifts Standards; Cabinet Changes; Mr. Drew and Gold Coins; University Governors; Executive with Wings; Bishops on Immigration; Groups and Democracy..... 5

BUSINESS

Up or Down, Prices Get Blamed ..... Michael Barkway 4
Canada and the Atomic Age ..... Leslie Roberts 9
Can Auto Insurance Rates Be Cut? ..... Hal Tracey 13
Market Comment: Hiram Walker-Gooderham & Worts Ltd. ..... George Armstrong 21
Business Comment: Wheat Supplies and Prices 23
How Much More Aid for Britain? ..... A. W. Walsh 24

WOMEN

Pakistan's Dynamo at Ottawa ..... Frances Oakes Baldwin 33
London Fashions: No Longer Strapless ..... Victoria Chappelle 34
Notes: Art of the Hostess ..... Bernice Coffey 36
Beauty: Some New Things ..... Isabel Morgan 38

FILMS

"Miracle in Milan"; "The Story of Will Rogers" .... Mary Lowrey Ross 32

TRAVEL

Germany Builds on the Past ..... Margaret Gardner 10
Alberta's Newest Mountain Road ..... Sydney L. Roberts 12

LIGHTER SIDE

Public Personal Finances ..... Mary Lowrey Ross 37

BOOK REVIEWS

"The Glitter and the Gold" (Consuelo Vanderbilt Balsan) ..... Mary Lowrey Ross 28
"From Under My Hat" (Hedda Hopper) ..... Rica Farquharson 28
"Tallulah" (Tallulah Bankhead) ..... B. K. Sandwell 28
"Hongkong" (Christopher Rand) ..... William Sclater 29
Writers & Writing ..... Rica 30

OTHER DEPARTMENTS

Crosswords 38
Letters 26
Records 31

NEXT WEEK'S ISSUE

IT TAKES two to make a peace, says WILLSON WOODSIDE, and the West can't agree with the Communists on even what the word means. He tells why there is no peace in the world today . . . Effects of TV on an average Canadian community have been studied by the Canadian Film Institute. MARY JOLLIFFE weighs the results . . . Central Canada still leads the west, in spite of the boom, in investment, employment and production, says MICHAEL BARKWAY . . . RCMP Inspector Henry Larsen talks of law enforcement in the Arctic. Anne Fromer writes his story . . . HUGH LATTIMER discusses the tension between whites and blacks in South Africa . . . Many business offices are being transformed by architect-designers and office furniture companies with modern ideas about color and design, says HAL TRACEY . . . A picture feature shows how pictures are being hung in Canadian homes . . . MARGARET NESS describes some of the work of Canadian stage set designers.

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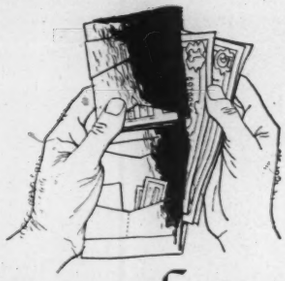

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SATURDAY NIGHT
73 Richmond St. W., Toronto

OTTAWA VIEW

Up or Down, Prices Get Blamed

by Michael Barkway

"THE trouble is that people *like* inflation." This is the fashionable cliché of the moment in Ottawa. It is an expression of all the headaches which go with a falling price level. The wholesale-price index has dropped 5 per cent since the beginning of the year, and the cost-of-living index has dropped more than 2½ per cent.

In the role of consumers Canadians presumably like this. They are certainly buying more than they have for a year. But nobody applauds when prices go down. They complain bitterly and vociferously when prices go up; but when they go down, all that Ottawa hears are the complaints of people who don't like falling prices.

It is a much more healthy situation when consumers are price-conscious and business has to make an effort to sell its goods; and most businessmen know it. But it makes life harder and competition tougher, and if it went on long enough it might mean the beginning of a recession.

In present circumstances it doesn't mean that. The underlying strength of the North American economy, in the United States as well as here, will check the price decline before very much longer. The present round of wage increases (steel, coal, etc.) sets a rising floor under declining prices in most industries. Whatever excess there may still be in certain prices, it is being squeezed out pretty fast. Demand and supply are getting back into a reasonable relationship.

A turn in the price trend is due soon. It's difficult to predict just when it will occur; but if it doesn't happen before the end of the year, it's likely to be early in 1953. The change won't be violent; but it will be enough to stop the decline, and in many cases to turn prices gently upwards. (Agricultural prices may be an exception.)

AMONG the people who are affected by falling prices not the least important is the Minister of Finance. His budget was based on the prediction that the gross national product (that is, the total value of all Canadian production) would increase by about 4 per cent in volume and up to 2 per cent in price compared with last year. 1952 average prices will still be higher than 1951's. But as long as the downward trend lasts Abbott's tax prospects are reduced. The volume increase depends on a brisk pace of activity for the rest of the year. The upswing has been pronounced since the end of June, but it started rather later than the official forecasts had expected.

This doesn't mean that the forecast of a gross national product of $22½ million for this year will prove to be too high. It will probably still turn out too low, thanks mainly to the huge prairie crops. But it does mean that Abbott's revenues, particularly from corporation taxes, are not necessarily as buoyant as he hoped.

There is a certain wry amusement to be derived from the bitter Conservative denunciations about over-taxation while the Minister of Finance says—and means—that he is none too sure of coming out on the right side at the end of the year.

ON THE expenditure side Abbott must be feeling pretty sure of a short-fall in defence spending. It's still too early to be sure of its size, but Abbott will probably save $200 million on the defence estimates alone. Against that he's got about $70 million extra to raise because of the Ontario tax agreement; $30 million or more for the emergency government operations in the meat business; $90-$100 million to cover the deficit in the Old Age Security Fund.

For the present he is treating the payments to the Old Age Security Fund as an asset-building loan, which keeps them out of the budgetary picture. But he meant to cover them out of the budget. He also meant to contribute again to reducing the deficit in the civil service superannuation fund and to writing off some other assets. If things go badly and revenue doesn't come up to expectations, the Old Age Security deficit will, no doubt, be left as an asset-building loan, and some of the other write-offs just won't be made. There are plenty of expedients whereby Abbott can avoid announcing a deficit.

But by the same token there are plenty of expedients to avoid announcing a surplus. If the various write-offs which he made last year to the tune of $150 million, plus the deficit in the Old Age Security Fund, aren't enough to absorb any possible surplus this year, it will be very surprising indeed. When Abbott presents his next budget he ought to be able to laugh at the Conervatives for all their talk about surpluses—unless the old hand has lost its cunning, and there is not much sign of that.

THIS is not to say that the laugh is on the Opposition alone. Abbott has another difficult corner to get around. It is now taken as completely axiomatic—on political rather than economic grounds—that taxes have to be reduced in the next budget. The only two ways of doing it, as Abbott said in a recent speech to the Maritime Boards of Trade, are by a substantial reduction in defence expenditures, or by an increase in national production. As he said: "I am not optimistic that we can count very much on the first of these in the near

CONTINUED ON PAGE 8

EDITORIALS

Legal Difficulties Nearer Solution

STEPS to lower tariff walls between provinces, which were erected to curb lawyers from moving about Canada, are a welcome sign of a more liberal attitude in the most conservative of all professions. The plan just approved by the Benchers of the Law Society of Upper Canada for uniform standards of admission by the various provincial law societies, is more reasonable than previous proposals. It has, however, to be approved by the other governing bodies before adoption.

Under the proposal visiting lawyers would no longer have to be called to the bar to appear in a single case in a province. Lawyers of three years' standing could move to another province on passing an examination in the aspects of law which change from province to province. The fee for admission would be an additional $250 instead of the present $1,500.

Thus far the plan is a great improvement on previous proposals advanced by the Upper Canada benchers and in some ways is more liberal than the suggestions made in September by British Columbia.

Unfortunately, the conflict which still exists between the University of Toronto Law School and Osgoode Hall is a barrier to a real approach to free trade in legal education. Lawyers of less than three years' standing under the plan could only be called to the Ontario bar by taking the last two years of Osgoode Hall's four-year course. This means a year articled to a legal firm in Ontario and a year of lectures plus practical work. The terms are the same as those now extended to the University of Toronto, and following Dalhousie's request are now made available to all Canadian schools.

This seems to us to be an effective discouragement to an Ontario student who might feel that the rising law school at the University of British Columbia or venerable Dalhousie, was the best place to get his training. There is still no provision for the student who would like to attend Harvard's famous school.

We welcome the mellower attitude of the Upper Canada Benchers. With this new feeling there is an opportunity for real progress when representatives of all governing bodies get together in the near future to discuss the proposals.

The more difficult conflict between Osgoode Hall and the University of Toronto should be soluble on a complimentary rather than competitive basis. Within certain variances in statute law, we see no reason why legal education should not be as free from geographical restrictions as medical education has long been.

Osgoode Lifts Standards

THERE has been a steady improvement in educational standards for all professions and Ontario's action in insisting on an arts degree for entrance to Osgoode Hall is a natural development. Time articled to a legal firm does not make up for the liberal education every lawyer should have.

The change, however, will affect very few individuals. Of 858 students at Osgoode only 36 are not Canadian university graduates.

ECONOMIC NECESSITY FOR A CLOSER UNION BETWEEN THE POUND STERLING AND THE CANADIAN DOLLAR
QUOTAS
RESTRICTIONS
CHAMBERS '52

A Job for the Super Child

Educational procedure has changed greatly since an early Upper Canadian legislature by special decree called legally untrained men to the bar to make up for the shortage of lawyers.

Cabinet Changes

WE CONGRATULATE Mr. St. Laurent on the discovery that British Columbia is Canada's third largest province by population and that it is enjoying a period of phenomenal expansion. Having made the discovery, he is now recognizing it by appointing two British Columbians to Cabinet posts. Mr. James Sinclair, who has been a stimulating and sometimes unorthodox parliamentary assistant to Finance Minister Abbott, now becomes Minister of Fisheries; and Mr. Ralph Campney, more junior as an MP but more senior in having served as a young man in the trying post of private secretary to Mr. Mackenzie King, becomes Solicitor-General.

It is no disparagement of these men, both able in their very different way, to say that the two of them together will not fill the place of the single British Columbian minister, Mr. Robert Mayhew, who now leaves the Cabinet. Mr. Mayhew, who at 72 was the oldest member of the Cabinet, brought to it qualities of maturity and vision and conscientiousness which some of his brasher colleagues might have waited on more often. It is characteristic of him, though it leaves us with a slightly uncomfortable feeling, that instead of going into the retirement he has so fully deserved he should be embarking on a new and difficult job as Canadian Ambassador to Japan.

Both Mr. Sinclair and Mr. Campney are well up to the standard of the present Cabinet. Their role of bringing new blood into a body which has held its forced association for so long will not be easy. But new faces and new points of view must be welcome. It is difficult to avoid the suspicion, however, that the warmth of the Government's welcome to them will largely depend on whether or not they can pacify the sectional feuds now undermining the Liberal party's position in British Columbia.

Mr. Drew and Gold Coins

WE DOUBT whether Mr. Drew has adequately considered all the consequences which would flow from the policy which he advocates, of allowing Canadians to possess gold coins. There are two forms in which that policy might be adopted, and he has not explained which of them he advocates, though in their ultimate consequences they are very different.

Canada might permit the free movement of gold coins within Canadian territory while continuing to prohibit individuals from exporting them out of that territory. This would lead to an enormous accumulation of gold in private hands as a hedge against further depreciation of the currency —for the prospect of a given weight of gold diminishing in value seems vastly less remote than the prospect of the Canadian dollar doing so. Since

all the gold in Canada is now in the possession of the government except what is needed for the dental and jewellery industries, this would lead to a heavy drain on the country's gold reserves. Admittedly they are now so high that they could lose a good deal without serious consequences; but the drain might very well become enormous, and at the expense of bank deposits and government bonds, the forms on which Canadians chiefly rely for keeping their funds liquid.

Or Canada might go further and permit the export of this gold. This would withdraw it, not only from circulation, but also from Canada, and would put Canada in the position of maintaining the gold convertibility of its currency in a world in which no other important country is doing anything of the kind. It is highly questionable whether Canada could possibly maintain this free convertibility for any length of time, and a policy of that kind which was not permanent could have only disastrous effects.

The prohibition of private holdings of currency gold is the only means by which a nation can retain the power of revaluing its unit of currency at a lower value. The value of gold is fixed by the world market, and if Canada is full of privately held five-dollar gold pieces, nothing can prevent the dollar remaining at whatever value the world market assigns to one-fifth of the amount of gold in that gold piece. That was an admirable system in 1914, when everybody was practising it; it would be an impossible system for Canada alone in 1952, when nobody else is practising it.

University Governors

FOR YEARS Dr. W. J. Dunlop was a valued member of the University of Toronto staff. As part of his duties he directed publicity and was always careful to uphold the University's position as a Province-wide institution; not by any means Toronto University.

But as Minister of Education, Dr. Dunlop has fallen into the habits of his recent predecessors and is maintaining Toronto's dominance on the Board of Governors. The University's students come from all over the Province but twenty of the twenty-two Governors reside in Toronto.

The Governors are excellent men individually and work hard and faithfully with little thanks at their difficult task. But it is time that the Minister of Education in making the appointments should remember that people outside Toronto are also interested in the University.

There has been a tendency for new Governors to come largely from the same group of friends in Toronto, from the same economic class. We would like to see other groups represented. The University has long been co-educational but the board room still remains a man's world. We doubt if there has ever been a representative of labor on the Board. There are "farmers" but they all have city offices.

Executive with Wings

THE new president of the International Air Transport Association is a Canadian, G. R. McGregor, the head of Trans-Canada Air Lines. The IATA is an association of 62 air lines in 40 countries. They carry 95 per cent of the world's scheduled international air traffic. Life on our globe is nowadays so complicated and so completely dependent on international cooperation for its proper functioning that an air group like IATA is a pretty vital affair. The importance of it will grow steadily for there is no end in sight to the expansion of air services.

IATA has picked an able man. Mr. McGregor has demonstrated aviation wisdom since he joined TCA in 1945 but he has already played important parts in IATA conferences. Mr. McGregor is an executive with wings. He was the first combat flier of World War II to become president of an air line. His RCAF war record included: operations as "one of the few" in the Battle of Britain; a score of five Nazi aircraft destroyed, shared credit for downing a sixth, seven probables and eight damaged; the DFC, OBE, the Order of the Orange Nassau of the Netherlands, the Croix de Guerre, and the Czech War Cross. His record in administering Canada's national air line during a period of expansion in both domestic and overseas services has been equally outstanding. Mr. McGregor's extensive knowledge of aviation will continue to be a boon to Canada; now in his added role, it will also benefit international air traffic.

—TCA

MR. G. R. McGREGOR

Bishops on Immigration

A MODEL of what a church may rightly say about political questions was provided by the statement on immigration which the Roman Catholic bishops of Canada issued after their annual meeting with the Apostolic Delegate in Ottawa. It might well be studied and copied by the Protestant bodies which had their say about immigration policy earlier in the fall. "The Church," said the bishops (with their usual unique reference to the Church of Rome), "does not wish to pass judgment on details of policy." They did not pick out the races they would like to admit. But they did rightly set the political question against its moral background. They "pointed out to all that immigration is a moral question, subject to moral laws which should direct and inspire those whose duty it is to determine a policy of immigration." We would like to think that the trade union congresses and the professional associations which are maintaining a selfish demand for restrictionism would take heed of these words. The responsible Minister, Mr. Walter Harris, is probably fully aware of their truth already, though he now finds himself the victim of shortsighted and ill-informed political pressures.

The Roman Catholic bishops then stated the moral issue as they see it: "The policy which governs the flow of immigration should be truly democratic and any regulations that would restrict, in an arbitrary manner, the emigration of people from an overpopulated country, or of refugees from persecuted lands, would be contrary to the fundamental principles of justice and true peace." This states a principle which we think Christians of all denominations and all callings—be they doctors or trade union leaders — ought to accept. It also makes our present restrictionist policy appear as shabby and arbitrary as it is.

Groups and Democracy

IN THE proper concept of the parliamentary system, a political party is a body of people who share the same coherent set of views regarding public policy, and who either have already or can reasonably hope to have a sufficient number of elected representatives in the legislative body to carry those views into effect. It is a disaster for democracy, which is essentially government by the larger body of people sharing the same coherent set of views, when any great proportion of the electors cease to be interested in parties of that sort and run after groups whose views can never be expected to be shared by a majority; for it means that the votes of these electors are being used for purposes which have nothing to do with the present government of the country.

A party very insignificant in present numbers can justify itself if it has faith that within a reasonable distance of time it will grow to the point of being a contender for the majority position. That has been the history of many parties, and notably of the Labor party in Great Britain, and of labor, farmer and farmer-labor parties in Canada and in many provinces of Canada and States of the United States. That was not the character of the Prohibitionist party in the United States (Prohibition was eventually attained there by non-partisan means), and it is not the character of the Communist party (the open one) in any democratic country, for Communists make no pretence of expecting to carry their views into effect by majority vote.

Yet all over the world we see this tendency towards groups and splinter parties increasing. The Dutch cabinet recently installed consists of 15 members: five are from the Labor party, five from the Catholic party, two from the Anti-Revolutionary party, two from the Christian Historical party; one, the Foreign Affairs minister, describes himself as "non-party." To prevent misunderstanding it should be stated that the Anti-Revolutionary party is opposed not merely to Revolution in general but to "the ideas which resulted in the French Revolution of 1789." How these two gentlemen, or the Christian Historicals, whose name probably indicates devotion to the Christianity of the 18th century or earlier, can collaborate with the Laborites, or with the Catholics (who also have strong ties with the labor unions) in the formulation of government policy it is hard to understand; however we are assured that all four parties have reached agreement on that policy.

We cannot help sharing the feelings of the Liberal party of Holland (which is a highly conservative party) that it would gain nothing except a couple of ministerial salaries by participating in such a government; it has therefore remained outside and will, we should think, have a lot more fun.

LECTURE THEME

The Basis of Right Conduct

by B. K. Sandwell

THERE have now been 21 Alexander Lectureships at the University of Toronto, and the appointment is presumably the most notable honor that can be conferred in Canada upon a worker in the field of literature. Many of the 21 lecturers have been among the highest authorities in the world. Only half-a-dozen Canadians and temporary-Canadians (outsiders holding chairs in our universities) have been among them, but the last two were Canadians *pur sang*: E. K. Brown and Malcolm Wallace. Principal Wallace's lectures have now appeared under the title "English Character and the English Literary Tradition" (University of Toronto Press, $3.50). They deal with that concern about right conduct which, when it is genuine, profound and searching is unquestionably the highest of all the qualities which make for literary beauty, and which has been possessed in that manner and degree by all the greatest of England's writers; but which when it is insincere, shallow and casual is rightly designated by outsiders as hypocrisy. Concern about right conduct, in either the real or the false form, is to be found in practically every Englishman, and is certainly a predominant English characteristic. In a great artist it cannot take the hypocritical form, since he could not then be a great artist, nor for that matter a great statesman, teacher, commander or philosopher.

The right conduct about which the Englishman is concerned, let us note, is never determined by egotistical considerations. It is right conduct from the point of view of the community or society which it will affect. The Scot is also concerned about right conduct, but he approaches it from another angle. Right conduct for him is the conduct which will save his soul, a rather personal matter. The Frenchman is concerned about right conduct, but it is hardly what the Englishman regards as conduct at all; it is a matter of manners—"atticism, urbanity, the principle of good sense and good reason, which in it is combined with grace". Principal Wallace does not bother with the Scot, and there are times when one could almost suppose that he regards him as an Englishman, but he gives us a most illuminating parallel between Sainte-Beuve (from whom comes the quotation just used) and Matthew Arnold, who warns us that there went with the atticism and urbanity of the Greeks, "with all the gifts and graces which that admirable genius brought with it . . . as a kind of fatal accompaniment, moral inadequacy." Athens and Greece, he goes on, never paid the proper attention "to conduct, and to the ideas which inspire conduct."

It was not, of course, right conduct that made England the greatest nation of the 19th century world. Right conduct can just as well make a nation decline into ruin. (The "happy ending" of the Book of Job is grievously suspect as being no part of the original poem.) It all depends on the circumstances. England became a great nation as the result of being a nation of islanders, with sea-going habits, at the moment when half the world, hitherto undiscovered and unexploited by civilized man, was suddenly thrown open for the taking. In these circumstances certain kinds of right conduct, habitual to Englishman, helped them in their job of taking possession—honesty in the larger matters of business, fair dealing with those whom they were called upon to govern, and an unusual amount of common sense and distrust of excessive theorizing. But sea-power was the essential thing.

Principal Wallace deals at length with that taste for the practical which has as one of its results that in England there is not that sharp division between the world of thought and the world of action which is so commonly found elsewhere. He reminds us that Wordsworth was one of the country's profoundest political thinkers, and claimed to have given twelve hours to "the condition and prospects of society" for every one he had given to poetry.

THE third and last lecture was devoted to "The Twentieth Century", and leaves one wondering whether the rise to power of the masses may not, so to speak, have transferred the concern of the English (under a good deal of Celtic leadership) from right conduct to left conduct; whether the ethics of the Welfare State can ever command the same devotion as those of the Christian, benevolent but strictly limited State contemplated by the Victorians. The lecturer draws a most interesting parallel between the period of the Renaissance, when men turned their minds from the unseen world of religion "and became intoxicated with beauty and knowledge and the pride of life", and the period of today when they are intoxicated with scientific knowledge and the pride of power. Humanity is changing the direction of its march. Principal Wallace thinks it needs a dominant philosophy, suited to the new and closely-knit world of today, more than any other good. "Above all we must recover something of Milton's proud assurance that man's primary business is to wrestle with problems, and that he is endowed with adequate capacity for his task." When we do that, England, and the spiritual heirs of England, will still have plenty to contribute "to a reconstituted world".

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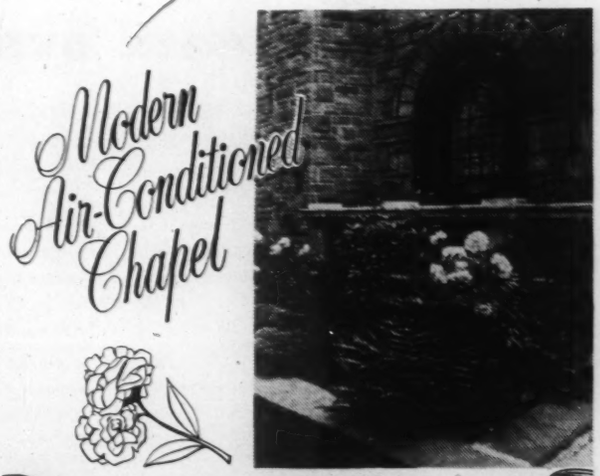

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CONTINUED FROM PAGE 4

future. The second holds out more promise."

Next year's defence expenditures cannot reasonably be lower than what is actually spent this year. It would indeed be a vicious principle to set one year's expenditure at the level of the previous year's performance: that would make every delay permanent.

It has already been argued in SATURDAY NIGHT, and the conclusion remains unimpaired, that the logical and economic development of the defence program already under way demands some increase in expenditure next year. Yet, in political terms, it is unrealistic to expect more than this year's $2,100 million. So the defence estimates next year will be somewhere between $1,900 million and $2,100 million. In the light of the international situation and of Canada's duty to its allies, they ought to be not less than $2,100 million. In the light of the Liberal party's election prospects most Liberals would like to see them at the lower figure. Not Abbott alone, but the whole Cabinet, will be judged by the decision it finally makes on this.

There's precious little saving (in the overall total) to be done in the rest of the budget, though Abbott will try to save wherever he can. This means that the chance of reducing taxes depends very largely on the forecast of prices and volume of business. In this calculation prices are as important as volume. So the expectation of an early change in the price trend is vital for next year's budget as well as this year's. The Government's chances of reducing taxes next year largely depend on it.

In his last budget speech Abbott said that a one per cent increase in the price level made a difference of between $80 and $85 million in his revenues. An increase of $120 million in revenue corresponds to an extra 10 per cent on the personal income tax. A rise in the price level of 3 per cent, at the present level of taxation, should mean an increased yield of 10 per cent on both personal and corporation taxes.

If Abbott could be sure of such a price rise next year, plus the almost assured growth in volume of production, then he would only have to keep government expenditure at the same level as this year; and tax reductions would be almost automatic. In broad outline this is the pattern which next year's budget will take. And people will like it. "The trouble is that people *like* inflation."

Impaired

A pseudo-scientific description of a term current in beverage rooms and cocktail lounges.

THE MOLECULES of alcohol
Are—relative to water's—small.

That difference in the molecule
Sometimes confuses sage and fool.

Making claim to enterprise by
Turning each into the wise guy.

These molecules seek out and probe
The thought cells of the frontal lobe.

Past sentries of the mind they go
Being smaller than the H_2O.

Then stealthily commando-wise
With lethal arms and in disguise

And, sharper than a zooter's suit,
Get positive and absolute.

Grown wise, the guy is apt to call
His fellow cretins, morons all.

At first this wisdom rarely slips
Between the wise man's prudent lips.

Betimes the secret is through chance
Conveyed by gesture or by glance.

At last the frisky molecules
May reach and loose the tongues of fools.

(A mouth's the place in which they put
The alcohol and then the foot.)

If this should happen be prepared
To say, "I musta been impaired."

P.S. As science this may all seem pseudo
But note it well—or take up Judo.

—ROD YOUNG

On guard OVER CANADA

In the scheme of today's world affairs, Canada is in a key position in the defence of this hemisphere and of many nations . . . and the world watches Canada as she accepts her responsibilities.

Wherever Canadians work across this great realm, at the sources of its mighty natural resources or throughout its great industrial cities . . . wherever Canadians carry their part of global defence . . . there are the alert squadrons of the Royal Canadian Air Force.

And wherever are the squadrons of the R.C.A.F. there are ever increasing numbers of Canadair-built aircraft . . . Canadair's proud association with the R.C.A.F. . . . *on guard over Canada.*

CANADAIR — A GOOD Place TO WORK

John Reid is one of thousands of young men who look upon aircraft work as one of the most interesting occupations in this day and age. Says John: "Working in an aircraft plant is really a marvellous education, for when you stop to think of it practically all the modern sciences are incorporated in the construction of a single aircraft. For example, there is radio, radar, complicated electrical systems, turbo jet application and design, and a multitude of other highly fascinating and educational trades all rolled into one aircraft." Canadair is happy to have men like Mr. Reid, who tackle their jobs with keen enthusiasm, and look upon Canadair — *as a good place to work.*

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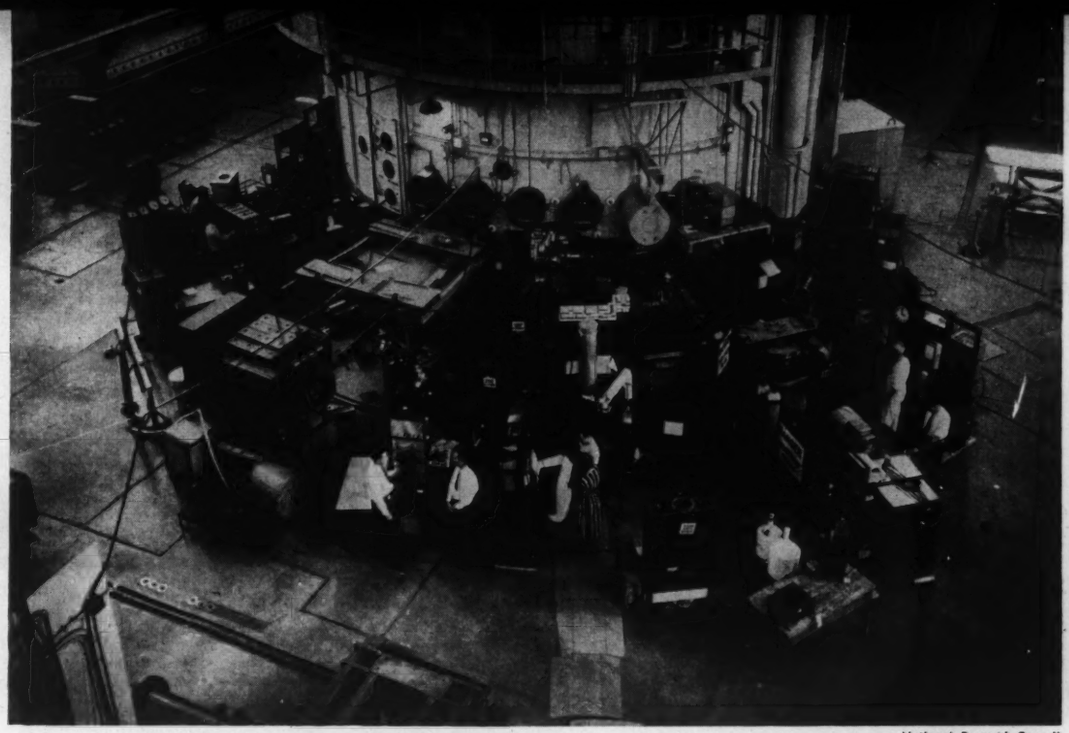


—National Research Council

ATOMIC PILE AT CHALK RIVER: MORE EFFECTIVE THAN THE GRAPHITE PILES OF THE UNITED STATES

FOR WAR OR PEACE

Canada and the Atomic Age

by Leslie Roberts

FOR WAR or peace, for defence today and the atomic industry of tomorrow, recent uranium discoveries in Canada, and the all-out manner in which they are being developed by the Canadian Government (through its wholly-owned Eldorado Mining and Refining Company) have secured this hemisphere in the raw materials of atomic energy for any foreseeable future emergency. Furthermore, it is not wishful thinking to envisage the Canada of tomorrow as the world's largest producer of radioactive minerals.

From what may be called the continental, or hemispheric, point of view, this is perhaps the most important single fact about Canada's atomic energy program, from mine to reactor.

It is not the only item of major importance, however. At Chalk River, approximately 100 miles northwest of Ottawa, Canada operates what Britain's Lord Cherwell has declared to be the most effective atomic pile of which he knows. Canada's "heavy water" reactor (a second pile is now building) is simply a more effective instrument than the graphite piles of the United States, as witness the headlong plunge which the U.S. has just taken into the construction of heavy water plants on its enormous $2-billion Savannah River project.

In research, Canada's efforts have been directed to the constructive uses of atomic energy, rather than the destructive. The great achievement, down to here, has indubitably been what the press of North America flamboyantly calls the "cancer bomb". The so-called "bomb", loaded with 50 grams of radioactive Cobalt-60, is not a cure for cancer, and no responsible person has ever claimed that it is. But its rays provide a means of treating cancerous conditions, including those of deep-seated nature, more efficiently than either radium or x-rays can. It provides hospitals and foundations with equipment for cancer treatment at infinitely lower cost than hitherto was possible.

THESE, then, are the great strengths of Canada in the realm of atomic energy—its mines and its powerful reactor. From a Canadian point of view, there are also weaknesses in the program, the chief of which is that despite its rich mines and its success in using the heavy-water process, Canada is still unable to carry its own refining through to completion. After partial refining, Canadian uranium must still be sent to the United States for conversion into metallic rods. These are then brought back to Chalk River for use in the production of plutonium, the instigator of atomic fission. This gap-in-the-middle will soon be bridged, however, by the creation of added refining facilities which will make the entire operation possible on Canadian soil.

The history of uranium mining in Canada has an Alice-in-Wonderland quality. The first and only discovery of importance, prior to World War II, was made at Great Bear Lake in the Northwest Territories, astride the Arctic Circle. The time was the early 1930's and a producing pitchblende mine resulted. From Great Bear Lake, after preliminary concentration, the raw product was carried over the tortuous water route of the Mackenzie River system during the brief summer and by air through the long winter, 1,000 crowflight miles south, to the northernmost transcontinental railroad at Edmonton. Thence it travelled 'cross-continent to Port Hope, Ont., to be converted into radium and uranium salts, the latter primarily for use in the ceramics industry of Europe.

The Eldorado, then privately-owned, limped through the prewar years, always struggling to stay in the black. Then Hitler struck west across Europe, and Eldorado's customers were blacked out behind the Fuehrer's iron curtain. The mine shut down.

It remained a derelict until a day in 1942 when Canada's then Minister of Munitions and Supply, C. D. Howe, sent for the company's President, Gilbert LaBine, and asked him to reopen the mine. As quickly as the workings could be dewatered and surface plant tuned up, the mine was back in production, behind an impenetrable barrier of hush. The Canadian Government became the sole customer, by edict. The product went to the Allied atomic stockpile. Then in 1944, Ottawa expropriated the company, but retained the Eldorado name as its only shareholder. Simultaneously, the mining of uranium-bearing ores by private interests was barred.

MATTERS of even greater import than the actual mining of pitchblende at Great Bear Lake were soon afoot. Fanning out from this far northern headquarters, teams of scientifically-trained prospectors, equipped with geiger counters, were flown into distant areas by company planes during each brief summer season, to prospect for new lodes in areas where geological conditions suggested the possibility of finding radioactive ores. The bonanza was finally struck several hundred miles to the south (but still almost 600 miles north of the transcontinental tracks) between two small lakes, known as Beaverlodge and Ace, which lie a few miles to the north of huge Lake Athabaska. What

CONTINUED ON PAGE 22

FROM *the* Canadian Letter *by Leslie Roberts, published by Robertson and Morgan, members: Montreal Stock Exchange, Toronto Stock Exchange and Montreal Curb Market.*

PORTS OF CALL

Germany Builds on the Past

by Margaret Gardner

OUT OF the chaos of its postwar period, Germany is once more emerging as a tourist haven. Its idyllic landscapes, its ancient castles, its romantic towns, look as though they had been taken directly from the pages of Grimm's fairy tales.

Just sixteen hours away, such cities as Hamburg, Bremen, Dusseldorf, Frankfurt, Stuttgart, Berlin and Munich are easily reached by the tourist or the person of German descent who wants to visit the colorful homeland of his forebears. Time and money no longer enter the travel picture for with the new tourist fares in effect a person with a limited vacation and a modest income can still enjoy the delights of air travel to Germany. Less time is spent travelling with more time allowed for visiting friends and relatives.

The larger cities of Germany with their magnificent cathedrals and priceless art treasures, have much to interest the tourist. But they are not all. The countryside offers the visitor a diversity of unforgettable travel experiences and an endless variety of attractions for holiday relaxation.

A visit to Hannoversch-Münden is well worthwhile. Famous as one of the most beautiful towns in the world, embraced by two rivers, the Fulda and the Werra, Münden's charm can be found in its ancient bridges connecting the river banks, rafts gliding downstream and the rows of half-timbered houses rising picturesquely amid colorful surroundings.

Further upstream is the old city of Hamelin whose Pied Piper made immortal. Though in some minds Hamelin is a legendary city, it really exists with all the romance and charm imaginable to call up the legend.

COLORFUL COSTUMES . . .

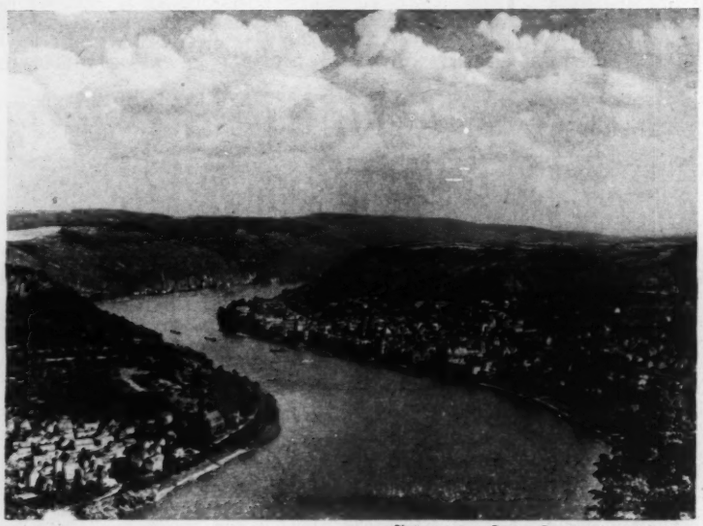
No visit to Germany would be complete without seeing Heidelberg, a city long ago endowed with a joyous and dramatic power to invoke enthusiasm. Situated in one of the most noteworthy parts of Germany, Heidelberg and its environs teem with history and romance, beautiful rivers and some of the most monumental cathedrals. This is the home of the great sculptor Tilamn Riemenschneider and the painter Matthias Grünewald. During the course of 700 years Heidelberg built its crowning monument, the Castle, which grew slowly from a maze of small individual buildings and palazzi into a magnificent complex architectural structure.

Frankfurt might almost be called the German seat of royalty for here, at the Cathedral, the German Emperors have been crowned since the sixteenth Century and at Aachen is the shrine and tomb of Charlemagne.

At the mouth of the Trave River on the Baltic Sea, is located Travemünde, "The Monte Carlo of the North" whose fine sandy beaches and spacious hotels have made it one of the most famous of seaside resorts.

Each country has its own particular charm, its own association with dreams and memories. But none so vividly as Germany arouses such evocative thoughts of the romanticism of a thousand-year-old history, the nostalgic links with a civilization that produced Goethe, and Wagner and Beethoven.

This strange romantic spirit is most evident in the landscape in changes that are as startling in their varied tones as in their beauty: the ancient medieval towns, their castles and shrines grey with age; the richly wooded mountain districts, stretching from the Harz in the north to the Bavarian and Black Forests; the Rhine, which flows majestically as it has for thousands of years through the rich and fertile valleys; the Palatinate, with its fruit-laden orchards and vineyards; the magnificence of the Alpine mountain chain; the smart and cosmopolitan spas, whose gushing waters have provided relief for the sick for many generations; and the cities, with their man-made evidences of a culture that is old and proud. And everywhere in the air there still seems to linger an intangible reminder of German folklore, of Siegfried and Brunnhilde, and the tragedy of German history.



—Photos courtesy German Tourist Information Office

HISTORY MARCHES WITH BEAUTY ALONG THE RHINE

It is in the cities, where reconstruction still continues, that one notices the startling contrast between the very old and the very new. The evidences of the war have been removed; the ruins have been taken away and supplanted with bright new buildings.

The Germans, always noted for their hospitable reception of visitors, are doing everything humanly possible to make their country one of the memorable highspots of a European trip. The German Railroads have fast and modern trains, equipped with dance floors, movies, and office compartments.

The number of German hotels is rapidly increasing; they range from modest little inns to the most modern and luxurious of establishments. The food and wine are among the finest in Europe, with continental cuisine, as well as strictly German specialties. The shops are well stocked with a variety of examples of German craftsmanship. Prices are amazingly reasonable.

The traveller to Germany will find a varied and complete program of cultural, musical and entertainment events. Germany, for centuries the centre of great musical and artistic traditions, is once again providing the very best in superb musical performances for visitors.

DINKELSBUHL: MARTIN LUTHER ST.

Whatever quality it is that the traveller seeks in his journey through Germany, whether it be the cosmopolitan atmosphere of the elegant spas, the bustling activity of the great cities, the restful peace of the quiet countryside, the splendor of imperial castles and imposing monuments, the grandeur of ageless mountains, lakes and streams, he will have as his constant companion a feeling of an association with a glorious and romantic past.

For the Canadian visitor, the storied banks of the Rhine, and all the things represented by Germany is just a matter of hours from Canada. In November the Maple Leaf will cast its shadow across the German landscape as the North Stars of Trans-Canada Air Lines wing between Montreal and Dusseldorf to establish the first air link between the two countries.

. . . FOR GAY FESTIVALS

PGE GETS ROLLING

BC's Problem Railway Grows Up

by Roy W. Brown

NINETY YEARS AGO, a tremendous placer gold mining boom swept over the creeks of Cariboo in Central British Columbia. Records are incomplete, but it appears certain that $100 million was won from the benches and sluice-boxes, a very substantial addition to the world's store of gold in those times.

What is almost unbelievable, as one looks back, is that 60,000 people crowded into the Barkerville area in that period. How did they reach there? Most of them plodded on shank's mare for two or three months over most primitive trails; a few came by stage lines hauled by horses, a still smaller number got lifts by camels which had been brought into the country to help out in the transport.

And then there was no more gold! The people left, Barkerville and Stanley became ghost hamlets—only two or three hundred people remained in the country. But a system of transport had been set up and by the turn of this century the Cariboo Highway had come to be known all over the continent. Famous timbered roadhouses erected by stout pioneers stood firm against the elements; becoming, in a few years, centres of small farming and sawmilling settlements. Sir Wilfrid Laurier's dream of a new transcontinental railway was realized when the Grand Trunk Pacific was pushed through from Edmonton to the Pacific Coast. At once there was a demand for a North-and-South rail-line to connect Vancouver with the new transcontinental and particularly to serve the scattered settlements of Cariboo. So the Pacific Great Eastern was born.

This was a period in Western Canada when nothing was easier than to give birth to a railway. Smart engineeers of an adventurous type like Gen J. W. Stewart and Bill Carey, both now dead, had just finished their big job for the Federal Government and were left with a mountain of equipment almost worthless unless they could find new rail-lines to build. Stewart approached the BC Government headed by that glamorous politician Sir Richard McBride with a proposal that he would finance the two following elections for the Government if he were awarded a contract for the required 450 miles of railway from Vancouver to Prince George. It was as simple as that. McBride's railway policy swept the country—I recall that the man who was later to be known as "Honest John" Oliver was the sole representative of the opposition Liberal party in a legislature composed of supporters of the Conservative McBride administration and of Jack Stewart's railway plan.

SO THE PEOPLE guaranteed the bonds of the PGE company for $35,000 per mile, but that turned out to be insufficient and at a later session of the House another $7,500 per mile was added to the public contribution. Stewart's contracting firm used up all of this $42,500 per mile in building approximately 340 miles of railway. It suited them to build the section in the middle—the south connection into Vancouver and the northern end into Prince George were left hanging in the air. Forty miles of the Vancouver end are still in the air.

Well, even the Government's bonus of $42,500 per mile was not enough. But at that point World War I tightened the money market—there was no more in the kitty. When the Government's money stopped Stewart was of course in a terrible dilemma. What he feared was a personal suit to compel him to finish the road. He was immensely relieved when the government, by now headed by Mr. Oliver, decided to "take over" the road in the belief that they had a realizable asset. It took more than 30 years to realize this optimistic view of the situation. During the interval the PGE has cost British Columbia many new millions. Capital and interest charges are said today to total more than $130 million; and the road has earned its title of "political white elephant," the line that "starts nowhere and ends nowhere" and some other unpleasant references on platform and in the press.

But if you wait long enough, even a political railway can achieve a transformation. So after many decades another boom has hit Cariboo. The 60,000 gold miners of these early days came and went. Today, there is another invasion. New settlers have scattered themselves up and down the rail-line and in the area quite near to the Barkerville of the old golden

CONTINUED ON PAGE 19

ROY W. BROWN *is a former editor of* The Vancouver Sun.

THE KANANASKIS VALLEY WIDENS TO WELCOME MOTORISTS NEAR ELPOCA

Alberta's Newest Mountain Road

by Sydney L. Roberts

THRUSTING north through the primitive wilderness of the Rocky Mountain Forest Reserve in southern Alberta, the 119 gravelled miles of the new Coleman-Kananaskis road open a conservation area of national importance.

Built by the Eastern Rockies Forest Conservation Board, an authority in which both Alberta and Canadian governments share responsibility, the road is primarily the main north-south artery in a network which will speed men to fight forest fires and allow easy access to the rugged country for the conservation teams measuring run-off and stream flow in the rivers and creeks of the Eastern Slopes Watershed.

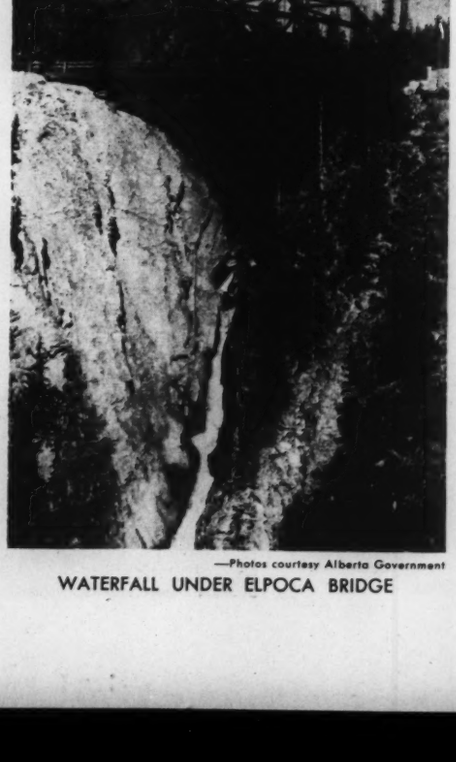
Happily, the route is rich in scenery—mountain vistas of thrilling beauty unfold with each mile—and a profitable shortcut to Banff and Jasper for the tourist entering Alberta from the British Columbia side of the Crowsnest Pass. For these reasons, the Eastern Rockies Board and the Alberta Government which maintains the road have given the taxpayers of Canada the opportunity of seeing how their conservation tax dollar is spent and at the same time touring a natural wilderness which will be kept free of disfiguring commercialism.

There are no restrictions on driving although the Eastern Rockies Board can close the road to tourist traffic at any time the fire hazard grows too great. Present policy is to keep it open for public use only so long as weather conditions allow; when it is closed it is by natural circumstance rather than board order. Usually in late October snow clogging the high Pocaterra and Wilkinson Summits effectively shuts in the passage.

The Alberta Forest Service asks that each driver entering the road fill out an informal but exhaustive permit. The driver carries a duplicate with him while he is in the Forest Reserve and leaves it at his point of exit.

The permit lists information as to the identification of car and driver, length of stay in the area, purpose of trip (fishing, picnicking, through travel, business, etc.) and other details which will enable the forest rangers with their efficient FM radio net, to track down a lost or stranded motorist or locate a traveller sought by relatives at home. Tourists are also asked to observe fire precautions and preserve the pristine beauty of the wilderness.

Built of sturdy materials with a hard gravel top, the road's surface is good in all weather. A width of 18-20 feet, shallow ditches, and hard shoulders make it safe for driving. The grades are restricted but the way winds like a typical sinuous mountain road making it advisable to drive between 35 and 40 miles an hour.



—Photos courtesy Alberta Government

WATERFALL UNDER ELPOCA BRIDGE

You won't find gasoline, food or tourist cabins along the route and a full gas tank is an elementary precaution before starting at Coleman or at Seebe, the northern terminal. It is 140 miles between gas stations since a 20-mile provincial government road links the northern end with the Calgary-Banff Highway. The only concession is the picturesque red-roofed shelters erected by the Alberta Government at frequent scenic locations en route. These shelters are equipped with camp stoves and picnic tables and can be used at no charge.

Although deficient in the usual tourist facilities, the Coleman-Kananaskis is packed with scenery. At Mile 90 from Coleman, the motorist finds himself driving over the highest stretch of engineered road in Canada—the 7,239-foot high Highwood Summit where the timber ends only 200 feet above. Along the way are high and mighty mountains; their flanks scarred by strange geological whorls; the avalanche slopes of the Pocaterra Valley with the debris of forests broken like match sticks by the heavy hands of the snow and ice; the deep blue Kananaskis Lakes; the waterfall of Elpoca Creek which drops headlong down a sheer canyon; and the arresting views of the Livingstone Gap.

Other attractions are the chance of a visit with Barbwire Johnny, the aged trapper who lived alone with his mountains until a road cut by his sod-roofed frontier cabin and the excellent fishing for such fish as native cutthroat and bull trout, rainbows, eastern brooks and German-browns.

The Coleman-Kananaskis Road, although a full day's scenic drive alone, is only part of the main north-south road which by 1954 will reach from Coleman to the Brazeau River, a distance of approximately 230 miles. When this northern leg is completed, Canadian tourists will be able to drive in comfort through the backbone of the 8,619 square miles of the Eastern Rockies Forest Reserve seeing areas previously visited only by pack-trains, hunters, trappers and prospectors.

Can Auto Insurance Rates Be Cut?

Mounting accident tolls mean higher premiums every year; but companies say compulsory insurance isn't the answer

by Hal Tracey

CANADIANS have been hammered at with statistics for so long that it doesn't shock them much to learn that 30,000 Canadians were injured in traffic accidents in 1950, or even to learn that 2,700 persons were killed. They're probably more worried about an atom bomb dropping on their city than they are about getting killed in a traffic accident, yet every four hours someone is killed, and every 15 minutes someone is injured in Canadian traffic accidents, on an average.

They're alarmed at the high cost of living and the increasing costs of rearmament, but they don't seem particularly concerned over the fact that insured accidents are costing them an average of nearly $125 per minute.

But the insurance companies, who paid out a record $65 million in claims last year, are very much concerned over both the rising accident rate and the increasing costs of accidents. They set their rates from data on the number of accidents, and the amount paid out in claims. Auto accident insurance has become the "problem child" of the industry.

The insurance companies frankly admit that they have no cure-all for the problem of increasing accidents and higher rates. If they had, U.S. stock insurers wouldn't have dropped $200 million since 1945 on automobile liability insurance. In fact, the companies have little direct control over either rates or claims payments. They can only exercise an indirect control.

W. C. Butler, President of the All-Canada Insurance Federation, estimates that the loss in automobile insurance for Canadian companies for this year is about $6,300,000, at a minimum. This means a substantial hike in auto insurance rates next year. U.S. companies have applied to their states for large increases as well, to try to stop the drain on their resources.

THE BIG DANGER for the insurance companies is that rates will go so high that governments will step into the picture, prepared to take a loss that would be subsidized with tax money. Insurance companies dread this, as they feel it might be the thin edge of the wedge towards nationalization of the whole industry. The point where the government might be tempted to enter the insurance business has almost been reached, in the opinion of Mr. Butler, and the industry is hoping that the inflation spiral will level off long enough to allow them to catch up. Most companies would be happy to reach the break-even point again.

The industry claims that the fire, automobile and casualty insurance business each year makes a profit of less than one per cent on the various types of insurance it underwrites. Auto insurance is the "weak sister" of the three types of business. It has been suggested that companies recoup their losses on auto insurance through fire insurance. But this would be unfair to those who pay fire insurance, since they would, in effect, be subsidizing auto insurance.

Factors considered in the setting of premium rates are the replacement cost of the car if it is completely burned, stolen, or completely demolished in a collision; the cost of repairs to restore a damaged car; compensation for property damage and for persons injured or killed; the probability of a claim being made.

The cost of an average-priced car has increased by about 98 per cent since 1939. Repair costs are up by 150 to 200 per cent, and hospitalization and medical costs by about 250 per cent, roughly. Since hospitalization and medical costs govern to some extent the amount awarded in court judgments, these have risen considerably. A motorist carrying $25,000 to $50,000 isn't carrying too much these days, and some drivers carry much more.

The obvious answer to many people to the problem of rising accident rates and insurance premiums is compulsory insurance. That would ensure that every driver is covered from the time he gets his licence, and that no innocent victims of accidents suffer financial loss, they reason.

But in both Massachusetts and Saskatchewan, where compulsory insurance has been given a try, the accident rate has gone up, not down. There are also many loopholes in coverage in both schemes. And the insurance companies have been fighting both plans tooth and nail. They are against the Saskatchewan because it tends to be a government monopoly, with the Province getting into the business, making it difficult, if not altogether impossible, for private companies to operate.

The Massachusetts plan seems to favor the insurance companies. Every driver must get insurance, but he doesn't get it from the state. He gets it from private companies. But insurance companies are against it because they claim it takes away from their under-writing judgment. Many people get insurance who wouldn't ordinarily be covered because they were poor risks. So more claims are piled up, and rates go up.

THE SASKATCHEWAN plan provides insurance against public liability, property damage, collision, fire and theft, and against accidents in the form of a compensation, regardless of the fault of the injured person. If there is liability on the part of another person for injuries, the compensation benefits are deductible from damages recoverable. The first $100 in all except public liability claims is deductible.

The original plan didn't supply the needs of motorists, so a package policy was issued to fill up the gaps. Some private Saskatchewan companies have also instituted package policies, which they claim gives greater coverage at lower rates.

Insurance companies have raised the cry against government monopoly, and have probed the scheme thoroughly for loopholes, on which they have expanded at length. On the other hand, Saskatchewan Government officials and CCF party members in other provinces have emphasized the low rates and the coverage of all drivers in the province.

ONE OF the biggest indictments of both the Saskatchewan and Massachusetts plans seems to be that, although several state and provincial commissions and other agencies connected with motoring have studied them thoroughly, they have not been adopted by any other state or province. Also many motorists in Saskatchewan are still buying insurance from private companies, in addition to their compulsory Government insurance.

As an alternative, insurance companies offer a safety responsibility law, in combination with an assigned risk plan and an unsatisfied judgment fund. Manitoba, Nova Scotia and British Columbia operate under the plan, and Alberta has incorporated the basic features.

One of the biggest points in its favor, say insurance companies, is that it tends to reduce accident rates because it pays drivers to be careful. If a driver is involved in an accident and can prove financial responsibility, he is free to drive away, providing he has not broken any traffic regulations.

If he can't prove financial responsibility, he is suspended from driving until he can. Of course, the easiest way to prove financial responsibility is by carrying auto insurance, although it can be done by posting a bond or making a cash deposit.

The driver who isn't carrying insurance is careful because he doesn't want to be suspended from driving. The driver who is insured is careful, because if he is involved in an accident that is his fault, he may be put under an assigned risk plan when next he applies for insurance, and his premiums will cost him more, or he may even be refused insurance.

This differs from the financial responsibility law, which provides for suspension from driving only after the driver has been proved negligent in court. Unless someone is willing to take court action against him, he gets off free, unless he has broken a

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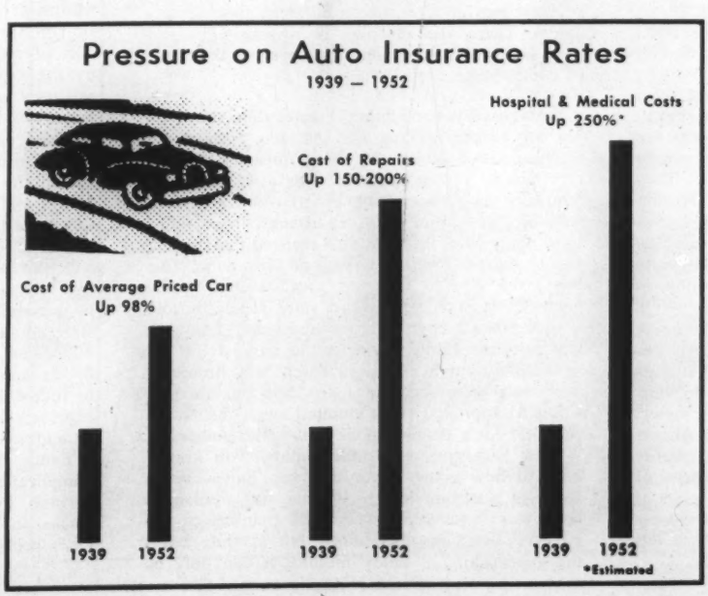


—Norris in The Vancouver Sun

"Come now, Finnegan . . . what would happen if we ALL said let the silly blighters go to it . . . ?"

How Can We End the Traffic Nightmare?

Responsibility for traffic problems used to be divided among civic departments; now traffic engineers are focussing the attack on chaos

by Joseph Cornish

TRAFFIC presents the biggest single headache an alderman faces in attempting to carry out his city council duties. What is true of Toronto is equally true of Vancouver, or Montreal or Winnipeg, and the faster a city grows the more acute the situation becomes. The old saying that economy is the best policy is a delusion when it comes to traffic improvements because the longer we wait the more costly they become. We would have saved many millions of dollars in Toronto if the improvements recommended in some of the earlier town plans had been carried out at the time.

One of the major difficulties faced is that so few citizens agree on what should be done. Every single project to expedite traffic movement causes some taxpayers hardship. Every time a project is recommended it is always attacked. The ratepayers are quite content to let the city engineers build sewers and water systems without offering advice. They accept the edicts of the Medical Officer of Health. They take it for granted that the Fire Chief knows his business. But when it comes to the simplest changes in traffic control every man who drives a car will not hesitate to attack the civic administration at a moment's notice.

As chairman of the 1951 Works Committee of Toronto's City Council, I had personal experience of how heated can be the disagreement of citizens about such issues as the creation of one-way streets, installation of traffic lights, parking meters and changes in parking restrictions. It is always difficult to persuade the people in a given locality that they should put up with inconveniences or expense on the grounds that the greater good of the whole community is involved. The situation is further complicated by the fact that Toronto citizens feel that many traffic improvements within the city benefit the unamalgamated suburbanites more than themselves.

Many of our present difficulties stem from the fact that for years responsibility for the traffic problem was divided among different civic departments. There was no over-all responsibility and what action was taken nearly always was the result of compromise.

COMPLICATIONS are much greater than the average citizen realizes. For instance, research on traffic control devices at Yale University Bureau of Highway Traffic covers 124 separate items. Attempts to design a workable program of traffic control through several civic departments, have failed in so many cities that it is now realized that responsibility must be centred under one civic hand. This has given rise to the new profession of traffic engineer. It is only two years since H. R. Burton, a fully trained engineer, was appointed Toronto's first full-time traffic engineer and handed the job of cleaning up a situation which was becoming progressively worse. To assist him in his task Council approved with minor amendments his proposal for a detailed policy on traffic matters.

Now with constant traffic counts, with knowledge of how many motor cars can move over a street in a certain length of time, the problem is being tackled scientifically. A traffic plan has emerged after years of uncertainty, but as this means the expenditure of many millions it can only be done one step at a time with in most instances strong opposition from various interests.

In Toronto the Master Plan as now visualized calls for an estimated expenditure of $70 million. In Montreal, where C. E. Campeau has been appointed as Master Plan Engineer of the Montreal City Planning Department, the program calls for spending $320 million. But there is one significant difference between the Montreal and Toronto plans. The biggest single item on the Montreal blueprint is $200 million for a subway. In Toronto the subway is nearing completion at a cost of more than $40 million. It is being built by the city-owned street railway as part of the railway's operation and is not a part of the planned traffic improvement costs.

Many citizens do not realize what the subway will mean to traffic movement. It is hard to estimate exactly the effect of the removal of street cars from Yonge and Bay Streets, but there is no doubt that it will be tremendous. From the point of view of increased public transportation the improvement will also be immense. Traffic authorities estimate that one traffic lane carried per hour 1,500 persons by automobile in an ordinary street, 2,500 if the street is an expressway, 13,500 by streetcar or 40,000 by subway. It is this tremendous advantage of the subway that is making Montreal so eager to follow Toronto. Montreal is even projecting an express subway which it is estimated would carry an additional 20,000 persons per hour.

Every city has some geographical feature that complicates traffic planning. Toronto has its ravines, its Avenue Road Hill and its railway tracks. In Montreal the magnificent mountain, the city's pride and joy, is the traffic engineer's night-

CONTINUED ON PAGE 18

MR. CORNISH *is a Toronto alderman who has made special studies of traffic problems.*

THE WORLD TODAY

Pearson, Vishinsky and Company

by Willson Woodside

New York.

"WHAT A PITY!" said the girl next to me, slipping off her earphones for a moment, "such a good speech and so few here to hear it." It was the first speech of the first session of the new UN Assembly, and the first that my press friend from Arizona had ever attended. As a matter of fact it was a very competent and concise review of just how the UN had come to its present pass in the seven years since 'Frisco. It was just what the doctor ordered, for her; but the UN regulars had heard it all a thousand times over.

And then, of course, the inevitable happened. The delegate finished his own brief and pertinent speech, paused, and took from his pocket another manuscript fresh in from his Ministry of Public Information, and went on for 20 or 25 minutes with praise of the achievements of his own Government—all for re-broadcast to the home folk that evening. It happens that his Government is a semi-dictatorship which recently seized power in a military coup.

This is the sort of thing which gives one UN-itis, that weary reluctance to put on the phones and make the effort to listen.

It might be argued that the fault is mine, that this is not the spirit in which to approach the UN, which after all, is an organization formed to talk things over instead of slugging them out. There must be a UN, a place for the nations of the world to meet. Far from abandoning it as such the whole tendency here, except among the Soviet bloc, is to make it universal.

THE DESKS and chairs are there on the new assembly floor, waiting for the 20 or so additional members, which will include every government in the world. But the "United" part of the name is meaningless at present, and the UN's pretensions to world government empty. It is the governments, not the peoples, who are represented here. And when it comes to doing, as against talking, the organization is no more than a multi-lateral treaty group; in no sense is it a world government.

That was where Mike Pearson got in a jam right at the beginning of the session. He agreed with the representative of South Africa that it would make sense to settle first whether the question of the treatment of natives in that country came within the competence of the UN—which is specifically debarred from interfering in the internal affairs of its members. Before they voted on the inclusion of the item on the agenda.

But the Asian and Arab and Latin American delegates, egged on by the Soviets, were determined to talk about the matter, and no ruling by the chair or quotation from the Charter were going to deter them. Their argument was that they could talk about it and then decide whether they were competent to do anything about it. This was a question of human rights, and the Charter concerned itself about human rights more than any other subject, mentioning them six times over.

Now here is an excellent UN topic for us to chew on. It would be a fine thing if there were a world organization which could guarantee the human rights and freedom of all peoples. But only a world government could do that; and when one considers the difficulty which a great many earnest Americans are having in inducing their own government to implement the guarantees of their Constitution, one must realize that full human rights would not automatically be assured to everyone on earth through the mere setting up of a world government.

Does the UN advance towards the status of a world government by trying to do the things which a world government would do, as many members seem to assume? Or does it only confirm the impression of impotence and undermine its own prestige by tackling problems which it has no competence to deal with? Does it further its proper mission of peaceful settlement of disputes, or does it increase international tension as Sir Gladwyn Jebb warned, by debating such questions as the rights of the Bantu people of South Africa and the Tunisians of North Africa?

The cynical may say that Jebb's Government is caught in a jam, not wanting to fight with a Commonwealth member, South Africa, or a vital ally of the North Atlantic Pact group, France. But what of the other side?

THERE IS Jamali, the Foreign Minister of Iraq, one of the most eager to press these disputes. His people were freed from Turkish rule by British efforts and policy in the First World War. They were freed from the much milder restrictions of the British mandate 20 years ago.

It was a rather pleasant variation of international custom that, on account of this, Jamali and his Prime Minister Nuries Said, should have seemed pro-British. But Jamali has been in difficulties at home. The pro-British line isn't good politics any more. And Pearson was chairman of UN Special Session on Palestine. So Jamali is out to make trouble.

I taxed him on the hatchet work that his colleague did on Pearson, the most personal attack against the President which I have ever heard in the Assembly and one that I don't think the President should have tolerated. Jamali began to shout about this doctrine of "white supremacy" to a showdown. I asked him if he wasn't fighting something which was already in full retreat; and also, what about the treatment of the Kurdish minority in Iraq.

Jebb had said we were all in glass houses—apparently intending no pun on the UN's glass building. I admitted that we in Canada might be open to criticism of our treatment of the North American Indian, and of our East Asian population. But Jamali insisted that, far from being oppressed, the Kurds were running his country. He went off crying that he stood for freedom for all.

I don't want to be unfair to Jamali. He isn't under any more political pressure at home to be "tough" against the British and the white who for so long asserted their superiority in his part of the world, than Acheson is to be "tough" against the Soviets. But there is the UN atmosphere today. The new buildings are exciting and even impressive; the spirit which animates the discussions appears to be in no way affected or improved.

The men of good will carry on, because there seems nothing else to do. They sit there and take the vile abuse of Vishinsky. And he, greeted as the "distinguished delegate" of a "peace-loving" power, pledged to employ the UN for the peaceful solution of international disputes, pries away at every point of disagreement, rubs every resentment, pours salt in every wound, and screams his hate.

LARGER THAN THE KOREAN TRUCE-SHACK ....BUT WE CAN USE THE SAME STALLING TACTICS
U.N. GENERAL ASSEMBLY BUILDING
VISHINSKY
GROMYKO

—Berryman in The New York Journal-American

JOE'S BOYS!

I DO NOT for a minute believe that if there were no Soviet problem the UN would be just a happy family. But how can it achieve anything at all with this wrecking crew at work from early to late? "United" Nations, indeed; "grim farce" is what the local Hearst paper called it the other day. It looked crude, in heavy type over a crude editorial, but after you've seen the delegates, the press and the public turning out once again in full force for a "Vishinsky Day," and have sat there to be insulted and maligned, to listen to lies and hatred and quotations from Lenin and Stalin for most of a morning, you can't help but wonder what it achieves.

I mean, of course, for our side: to the Communists this $68 million propaganda platform provided by American generosity must be proof almost beyond belief of our folly. They won't pass up the opportunity to pack the audience and press seats with their secretaries and hangers-on; you are always astonished at the great wave of applause which salutes a Vishinsky speech.

The UN session is squeezed between the American election and the Korean War, and the delegates will be only too happy to see the one over so that they can get down to talk on the other. After the

present experience, it should be elementary self-preservation for the Democratic members not to permit the UN Assembly to meet here while the great protagonist of their side is going through his four-yearly convulsion.

The campaign, one feels, must by now have reached bottom, and about all one can do to maintain confidence in the political processes of our neighbors is to recall the ignominies of the Roosevelt-Willkie election of 1940 and the vicious sectional appeals of Truman in 1948; yet the United States survived.

Although I doubt that the UN or even Democratic New York City is a good place to judge American political feelings, there does seem to have been a considerable wave of disillusionment with Eisenhower over his compromises with Taft, McCarthy, Jenner and Co., from whom Ike's partisans of nomination day presumed he was going to seize control of the party.

The effect has been to emphasize the Republican Party (and its past record) and subordinate the shining personality of Eisenhower. Truman has been doing his utmost to help chip off the gilt; whether this effort will backfire—Truman's own reputation being a little tarnished after all the crony scandals — remains to be proven on November 4.

Meantime, one regrets to see even Adlai stoop to "running against Hoover," as he said he wouldn't. He is now telling the people that if the Republicans win they will abolish the unemployment insurance system, throw out all price supports for the farmer, bring on a depression, revert to isolationism, and probably carry the country into war.

But in a few days all these superheated speeches will be shredded into victory confetti, and no doubt the country will somehow survive the new administration.

LONDON LETTER

What Does Mossadegh Want?

by P. O'D.

THE NEWS that Mossadegh has decided to break off diplomatic relations between his country and Britain has taken very few people in this country by surprise, and seriously perturbed even fewer. The chief regret felt about it is that it will undoubtedly make the solution of the oil problem even more difficult and remote. But then not very many people in this country believe that Mossadegh has ever really intended that the oil problem should be solved, as between Iran and the Anglo-Iranian Oil Co., though of course he does intend to raise a little money whenever he can by selling oil. There is genuine bitterness in his complaint that he is not being allowed to. More British tyranny

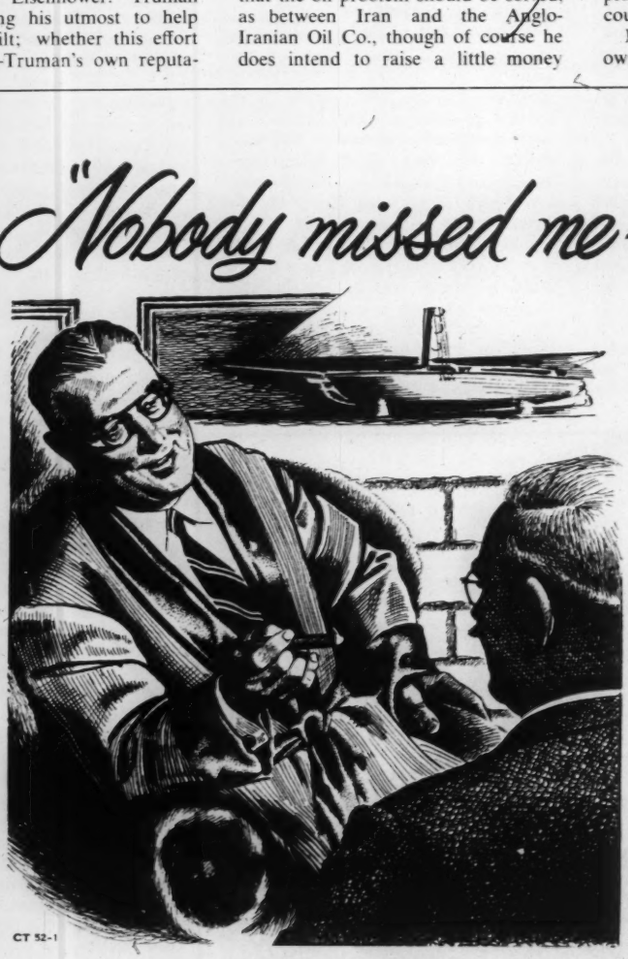
What then does Mossadegh really want? In the case of so fantastic and unpredictable a person, it is almost anybody's guess. But there does seem to be a thread of continuity, a dimly discerned trend, in the tortuous course of his diplomacy — the agrarian thread, the trend backwards to the primitive economics of his ancient country.

Mossadegh is himself a great landowner. There was a time when his like, with the leading merchants of the towns, practically ruled the country. Those are the times he would like to restore, the Iran that existed before oil and Reza Shah (father of the present non-entity) brought modern industry and change sweeping across the traditional ways.

He is quite prepared to do without oil revenues—now that it is clear the Iranians themselves cannot run the industry. Above all, he is determined that the British are to have nothing to do with the running of it. Not that he hates the British especially, in spite of wild charges of oppression and exploitation, but because he considers that British control of the oil industry, however restricted by nationalism, weakens Iran's position of complete neutrality. It gives grounds, however insubstantial, for Russian complaints and demands.

That is something that Mossadegh particularly wishes to avoid. He knows that Britain will never oppress or menace Iran, but he feels no such asurance about Russia. He means therefore to make Iran a rock of neutrality amid the swirling and dangerous tides of this modern world. Life may be primitive there and much harder, but, in his vew, it will be safer.

"Nobody missed me-but my friends"



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CANADA SALESMAN

Romuald Bourque: Ottawa Crusader

by Leonard Knott

WINNER of the recent federal by - election in Outremont, Que., and believed to be headed for the federal cabinet before the next general election rolls around, Romuald Bourque, mayor of Outremont, past lieutenant-governor of Kiwanis International, president of the Montreal Better Business Bureau, reputedly Canada's best printing salesman and most prolific public speaker in both French and English, author of "Our Century" and friend to everyone, has always been interested in everything Canadian—except politics. Until Sept. 4, when he accepted the Liberal nomination, he had kept his political beliefs a complete secret.

At the Montreal Reform Club where he received the nomination in an old Liberal stronghold, Mr. Bourque paid adequate tribute to Sir Wilfrid Laurier, Mackenzie King and Louis St. Laurent and left no doubt that he considered the Liberal Party responsible for most of the good things that have happened in Canada during the past fifteen years. Prior to September 4, Mr. Bourque had delivered public addresses in Canada and the United States at the rate of about one a week for ten years without ever mentioning a political party or political leader by name, except for references to the Communist Party which he is against.

Not only has Mr. Bourque risen from poor Ottawa newsboy to a number of exalted positions, gathering a goodly supply of worldly goods on the way, but he has done it in a manner of which Mr. Alger would have highly approved. He believed, first of all, in hard work, and practised it. He believed in making friends along the way, by being friendly and helpful to all who needed help.

He began life as the youngest of eleven children of an Ottawa streetcar conductor. He saved his pennies and invested them wisely in his own business enterprises where he could see they were constantly at work. He learned at an early age to be neat in dress, sober in habits and to have respect for his elders. As it should to all people who cultivate such virtues, success came quickly to the Ottawa newsboy and his climb was steady without ever a setback.

AFTER his period as a newsboy he became an apprentice printer and learned the printing trade. Then he became a salesman for a printing machinery manufacturer. With his savings he founded a daily newspaper in Three Rivers, *Le Nouvelliste*, which he later sold at a good profit. He then went to Montreal where he became vice president and partner in Mercury Press, a company which, thanks to his talents as a salesman has become one of the largest printing houses in Montreal.

Having achieved so much success from such a humble beginning, Mr. Bourque decided it was time he started paying back something to a country which gave him such opportunity. In 1941 while serving as a volunteer worker on a Victory Loan campaign, he was asked to address a group of factory workers.

"All I talk about," he declared in his speech to the workers, "is Canada. I keep telling people that this country is the best in the world and that the only thing wrong with it is those people in it who don't want to get along with the rest of us Canadians. People who don't like Jews or who don't want others to speak any language but their own, union leaders who think all capitalists are greedy and capitalists who call all union leaders Communists—they're the only problem we have in Canada and if we could get them to shut up, we'd be going ahead even faster than we are now."

—Wm. Notman & Son

ROMUALD BOURQUE

This message in a variety of forms (using up, he says, some 2 million words) Mr. Bourque has presented to audiences from New Brunswick to Briitsh Columbia, with short intervals during which he crossed the border to tell the Americans that in Canada they had the best neighbor in the world. His audiences have included French nationalist societies, Scottish organizations, Jewish groups and English and American clubs. Two years ago he journeyed across Canada speaking at Kiwanis and Rotary clubs en route and this year he went back again to speak at a Dominion Day banquet in Calgary. He charges no fee, accepts no expenses, and says that every dollar he spends talking about Canada is just a dividend for his country based on his own earnings in this land of opportunity. In 1949 his own city of Outremont elected him mayor, without opposition, and has kept him there ever since.

Sometimes, the new member of Parliament admits, his audiences don't exactly relish what he says but he continues to hand out the truth. "I have spoken to groups whose language is French," he says. "In my audiences there have been Roman Catholics and Protestants. Some of my listeners have been Jewish and in recent years I have addressed hundreds and hundreds of New Canadians of many racial groups. But to me they're all the same. They laugh at the same jokes, applaud in the same way and eat the same food. Who is to say which among them are true Canadians and which are hyphenated Canadians? I, for one, don't care to make any distinction."

Mr. Bourque undertook his one-man crusade with no political ambitions. He was never connected with any political party and took four months before agreeing to accept the Liberal nomination last month. "If I thought that going to Parliament as a Liberal member would make me exclusively a member of one group, then I would never have accepted the offer," he says. "I am still 100 per cent Canadian and I will go on saying what I have been saying for the past ten years, and I'll still say it wherever I am invited to speak, even if it is to a meeting of young Conservatives or CCFers."

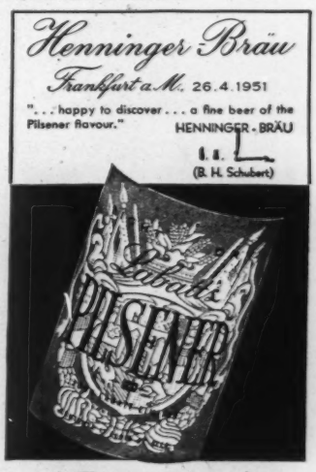
Women's Institutes, service clubs, religious groups of many kinds, business conventions and all the others that Mr. Bourque addresses during the course of a year see and hear a suave, neatly dressed French Canadian who speaks forceful English with a slight accent.

BEHIND the public figure, however, is a simple rather naïve middle-aged gentleman who has worked out his own philosophy of life and who has found that it has paid very well both in material and spiritual terms. Basically it is this: never fail to make a friend, never try to do a job that someone else can do better, and overlook the opportunity to be of service. Friendship, Mr. Bourque says, is the greatest asset any man in business can possess, and he does not confine his friendship to the top brass. "In every office I visit," he says, "I take time out to say hello to the office boy and say a few words to the switchboard operator. It's surprising how many office boys have become purchasing agents or vice-presidents and how many switchboard operators are now secretaries to the boss."

On the matter of letting others do the jobs they can do better than he can, Mr. Bourque is equally emphatic. "Men who insist on painting their own houses or fixing their own furniture," he says, "would be better employed improving their abilities at the jobs they are hired to do. Let the painters do the painting and the furniture makers do the repair jobs and concentrate your efforts on improving your own job.

Which Scene is in Canada?

ONE SCENE is of the historic Rhine in Germany, where Henninger-Brau brews one of Europe's famous beers. Henninger-Brau's Brewmaster Schubert and six other leading European experts all acclaimed the light, dry sparkle . . . mellow old world smoothness of Labatt's Pilsener! Thousands of Canadians agree—they enjoy the clean, refreshing tang of Labatt's* Pilsener. You try it! The top picture is the Rhine; below is Canada's Saguenay. John Labatt Limited.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The Traffic Nightmare

CONTINUED FROM PAGE 14

mare and proposals for tunnels, for highways which cut through its parkland have had the same opposition that plans to speed traffic get in Toronto or in Hamilton. Vancouver has glorious scenery and great need for more and more expensive bridges to speed traffic. Quebec has its rocky hills and narrow streets. On the prairies optimistic builders allowed for wide streets from the beginning but, despite its wide thoroughfares, Winnipeg is faced with traffic tie-ups.

I know of no city in Canada that isn't bothered by the parking nightmare. In Montreal the railways provide a commuting service which brings more than 25,000 workers downtown daily and thus avoids what would otherwise be an intolerable parking situation.

The commuter service provided for the Toronto metropolitan area by the Canadian railways is meagre. The grounds given for not increasing the service is that it is economically unsound. It would be presumptuous to dispute this point with those who are in the business of railroading so we are forced to accept this dictum much as we may dislike it. There is no doubt that a frequent commuter service would result in many automobiles being left in suburban garages rather than making daily trips to a downtown parking lot. This would obviously also reduce the rush-hour congestion on the main arteries.

Another method of relieving the downtown situation would be the creation of parking facilities at the termini of our public transportation system at which the all-day parker could leave his car before proceeding the rest of the way to his office by streetcar, bus or subway as the case may be. There are two obstacles in the way of this plan. First, there is the cost of creating a parking lot where there is no vacant land available for such purpose (and this is the situation at these termini in nearly every case). Secondly, there is the reluctance of the average motorist to shift from his car to another form of transportation if he can possibly proceed the whole way to his office by car.

Still another measure for the relief of congestion downtown is the creation of parking lots on the fringe of the downtown area. A very successful example of this are the large parking lots on the Harbor Commission land at the foot of Bay Street. These lots are patronized largely by motorists who live in the eastern and western ends of the City. There is a strong argument in favor of the creation of such lots on the northern fringe of the downtown area which would cater to the motorists from the north end of the City.

Montreal has compelled owners of new buildings, 10 storeys or more high, to provide parking spaces for their tenants. The Toronto Zoning By-law which is now being considered by meetings held in the various Wards of the City, proposes to make not only businesses but residences and apartments provide parking facilities. There are so many higher buildings in Toronto than in any other Canadian city that the problem here is aggravated.

In Montreal, where there is a motor car to every 11 persons against Toronto's ratio of one to 3.7, an expenditure of $5 million on off-street parking is projected.

In Toronto the whole problem of creating, constructing and operating municipal parking facilities has just been handed over to a specially created parking authority designed to be free from political pressure in carrying out its difficult task. The Chairman of the Authority is former Mayor of Toronto Ralph Day and the members are Lt.-Col. John F. Ellis and Mr. Alfred Ward. Its revenue will come from 1,300 parking meters on downtown streets which are now, at 10 cents for 30 minutes, providing approximately $20,000 a month.

THERE ARE at present approximately 325,000 motor vehicles registered in the Toronto area and with Toronto holding a prominent position as a convention city there is a high transient demand. Any statement of the parking demand is pure speculation but from a practical point of view we all know that it is difficult to obtain a parking space in downtown Toronto. As we eliminate downtown curbside parking, these spaces must be replaced by off-street facilities. We are also faced by the almost certain loss of some parking lots to make room for new buildings. It seems safe to say that in the next ten years at least 3,000 more spaces will be needed.

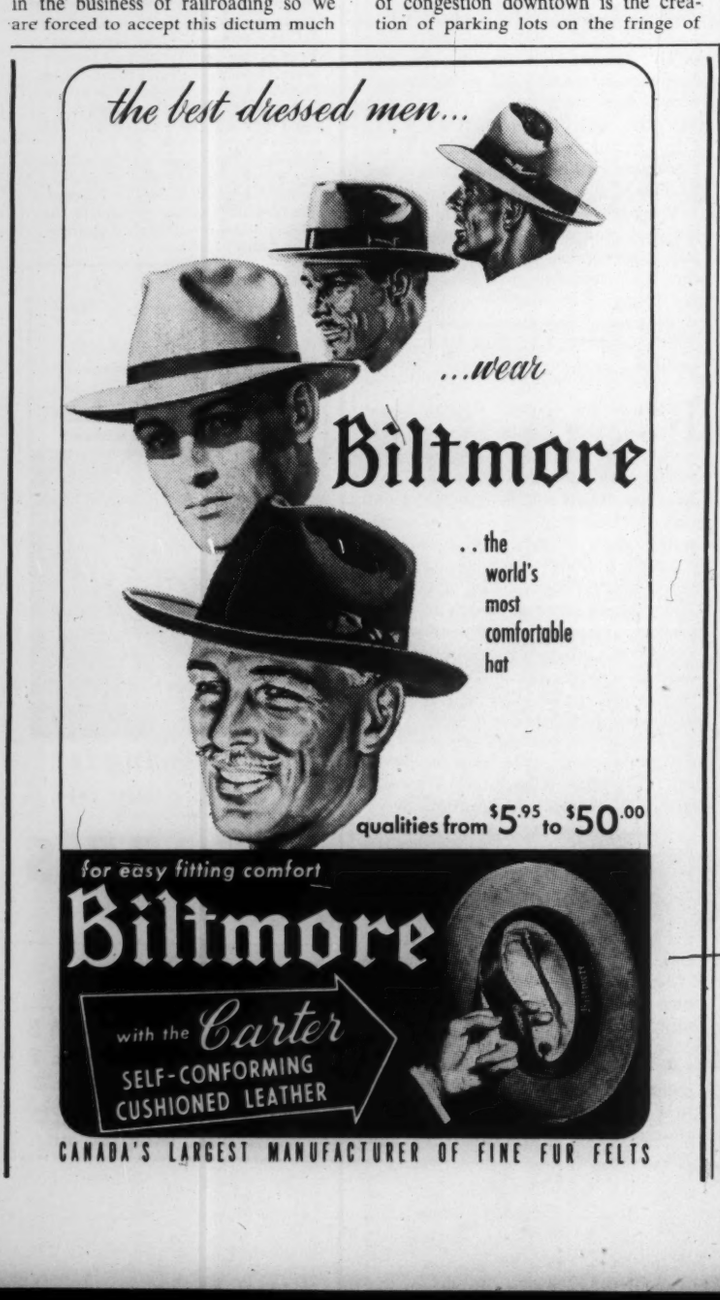
We must never forget the importance of adequate off-street parking facilities to the downtown businessman. Experience in American cities clearly indicates that inadequate parking facilities is the cause of decay in a business district. The decay of Toronto's downtown district would mean a reduction in the assessment which would mean an increase in the taxes of the remainder of the citizens.

Most of our downtown parking lots are a product of the depression, when it was often found more economical to tear down a building than maintain it untenanted. There have been few recent additions of any consequence to the number of our parking lots although they appear to be profitable businesses. The reason for this is not hard to find. In our prosperous times it is not economically sound today to wreck a building to create a parking lot and private enterprise has no power to expropriate sites whether built upon or vacant. As far as parking garages are concerned the obstacles are two-fold. First, the difficulties of obtaining a suitable location without powers of expropriation are almost insuperable. Secondly, there is the difficulty in raising mortgage money to finance the construction of a one-purpose building such as a ramp garage. A new type of elevator-garage has been erected in Des Moines, Iowa, which is claimed to be suitable for conversion to other uses, but that remains to be proven.

An Ontario municipality not only has powers of expropriation but it can, if authorized by its by-laws and by the Ontario Municipal Board, borrow money to assist in building parking garages.

The same situation has caused many American cities to step into the field to assist in the solution of the problem. So important is the provision of adequate cheap off-street parking that a city may feel itself obliged to assist in the establishment of parking projects in certain areas. Private enterprise obviously would not embark on such a project. This is just another reason for municipal intervention in the parking situation.

Limitations of space force me to comment only on a few of our traffic problems and with them only in a very general way. It is admitted by all concerned that there is lots of room for improvement in traffic conditions. However, for the first time, the task is being undertaken by a full-time traffic engineer, who fully appreciates the magnitude of his task, financially and technically. His work will be rendered much easier and improvements expedited if the public will realize that changes in traffic regulations nearly always involve a balancing of the interests of pedestrians and drivers and also of local interests as opposed to city-wide planning. Teamwork and courtesy will win the day!



In Retrospect

SOME years before the War I took occasion to visit the Skinners Company in the City of London to see the magnificent series of murals with which Sir Frank Brangwyn had decorated their banqueting-hall.

Only a little while before, the House of Lords, having been offered a series of Brangwyn panels for their gallery—five of them were actually put in place—refused the paintings on the ground that they were not in keeping with the sobriety and dignity of their setting. And yet this was the best-known and most esteemed English painter of his time—anywhere else but in England.

Now in a belated effort to do honord to him the Royal Academy, of which he became a member in 1919, is giving a retrospective exhibition. Brangwyn, at the age of 85, still lives and paints and writes at his home in Sussex. Unfortunately the best of Brangwyn cannot be shown—it is on walls and in galleries all over the world—but there is enough to prove what a great artist he is.—*P.O'D.*

BC Railway Grows Up

CONTINUED FROM PAGE 11

days three new towns have sprung into being with a total population of 30,000. Timber, not gold, is the cause of the new boom. Most Canadians have absorbed the impression that BC's vast forest resources are mostly on the coast. This idea is subject to correction. Vancouver Island and the adjoining mainland coast contained one of the world's greatest stands of Douglas fir, but I have it on the estimates of men high in the business that within a measurable period more lumber will be shipped out of the tableland interior of central BC than from the coast. A great proportion of this is directly tributary to the PGE. Large and small — probably mostly small—there are 300 lumber mills in the PGE area, but their total output is enormous. The larger manufacturing plants are near the Northern end of the line in the three towns of William's Lake, Quesnel and Prince George. A plywood plant is in operation, a pulp-mill is well on the way to the stage of start of construction and many subsidiary plants are going in. The area is within the orbit of the oil and gas-pipe lines from Alberta to the Pacific Coast and the whole countryside is excited with new enterprise and development.

PACIFIC GREAT EASTERN has at last been finished on its northern end into Prince George, which means there will now occur a substantial exchange of traffic between the Canadian National and the PGE. One point of special interest is that for years CNR traffic westward to the Pacific terminal in Vancouver has been heavier than eastbound demands. This is induced by heavy grain shipments west from Edmonton. Instead of sending empties back over the CNR, the latter will now be able to transfer its unloaded cars to the PGE at Vancouver, have them filled with lumber in Cariboo and get them back at Prince George for a new revenue earned by the eastward haul. Another interesting development — Prince Rupert's huge cold-storage plant has worked up a big business for refrigerated fish to San Francisco and Los Angeles. These cars will now be hauled from Rupert to Prince George, transferred by PGE direct to Vancouver, then handed to U.S. railways for transport south. It is worth mentioning that U.S. railway lines have been giving great encouragement to PGE traffic developments during the last couple of years. Alaska gets most of its foodstuffs and other freight by truck-line from Seattle, via Calgary, Edmonton and Alcan highway to Fairbanks. Nine hundred miles of haulage can be saved to the truck companies by operating out of Prince George northward over the new John Hart highway to Fort St. John and on to Fairbanks. This route gives a new revenue to PGE from Vancouver to Prince George.

This year's earnings of the PGE show a profit of about half a million dollars over operating expense. J. A. Kennedy, general manager, promises an operating profit of $1 million a year when the line is finished into Vancouver city. There remains, of course, a big gap when you think of the interest owed to the people of BC for that $130 million sunk in the enterprise in original capital and many years of losses.

On the basis of present earnings, you might justify a capital position of about $70 million. It appears certain that the government of this province would be more than willing to sell at something around this figure. The early loss of $50 or $60 million would have to be charged up to general taxation investment for opening up the central interior of the province and thus written off.

Recently there have been unofficial discussions concerning a possible sale to the two transcontinental railways of Canada. One reason for the matter being broached at this time is that the CNR is engaged in a big invasion of North Vancouver. The CPR just about controls the entire waterfront of the great Vancouver terminal—on the city side, which is the south side of the harbor. Years ago the Federal Government's National Harbors Board came into possession of several miles of valuable waterfront sites on the North Vancouver shore. By a deal just now completed the CNR, seeking future ocean shipping traffic on a par with the CPR, has taken over these tremendously valuable sites on the North Shore and has also acquired a bridge at Second Narrows carrying a rail-line to make the connection complete. Also on the North Shore, the PGE owns two miles of the best waterfront which would fill out the Canadian National holding and position there.

THESE EXTRA waterfront facilities might be an inducement to the CNR to seek a purchase or an alliance with the PGE that would give the national line the vast volume of access it will require in the future. While people were talking about these geographical facts it happened that the new Social Credit government announced it had added to the PGE Board of Directors the name and personality of Bernard Allen, retiring western manager of the CNR, who lives in Vancouver.

There is no deal—certainly not yet. But the arrangements seem to be set up for any moves deemed advisable. If the CNR made any gesture of interest, the belief is commonly held that the CPR would insist on being included as well. The two companies jointly operate a line north from Edmonton, and have done so for many years. A similar arrangement might be worked out for the PGE.

Fourteen diesel locomotives have recently been purchased to replace the old steam engines—and some of them were old indeed. The PGE crosses three separate mountain ranges and has more than its share of two per cent grades. One diesel unit can handle double the number of cars hauled by the former engines and the entire traffic situation has been smoothed out.

For the first time, the newspapers now refer to the "good old PGE" in fairly affectionate terms. Certainly, BC's problem railway is growing up with the country.

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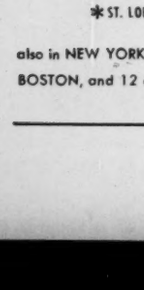

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The Political Trend

CONTINUED FROM PAGE 1

after the general election, that the Conservative revival started. Since then there have been 13 by-elections. Three were in PC seats, which the PC's kept. Ten were in Liberal seats: the PC's gained six and narrowed the majority in all the others.

The theory of a national trend towards the Conservatives dates at the earliest from June, 1951. Conservative victories since then have been spread from Prince Edward Island to Manitoba and include every province in between. They take in the Acadian riding of Gloucester, NB, Roberval, PQ, Ontario county (including Oshawa), an urban Winnipeg riding and the constituency of Brandon, Man. If six by-election victories mean anything, they could hardly have been better distributed. Of the four seats which the Liberals retained, two (Outremont-St. Jean and Richelieu-Vercheres) are almost impregnable strongholds; in the other two (Brome-Missisquoi and Waterloo North) the PC's gains were enough to shake the Liberals.

The second place to look for evidence of a trend is in provincial elections, though this is an even more uncertain test since it is always debateable how far a provincial vote reflects federal trends. Here again it is no use looking back earlier than 1951.

In April, 1951 Premier Walter Jones of Prince Edward Island went to the people and came back with the same majority (24-6). In the fall of 1951 Premier Joe Smallwood of Newfoundland called an election with no very clear excuse, in weather which made electioneering all but impossible and with the shortest possible notice. Of course, he kept all the seats he had, but he did not eliminate any of the five Conservatives.

IN THE same month, just over a year ago, Premier Frost accomplished the well-remembered rout of Walter Thompson in Ontario thus proving that if there is one thing worse than the combination of George Drew and *The Globe and Mail* in a Federal campaign it is Walter Thompson and *The Toronto Daily Star* in a provincial campaign. Frost took 80 out of the 90 seats.

Nobody could get much Federal significance out of these elections. But it has been different this year. Saskatchewan, British Columbia, Alberta and, most recently, New Brunswick have all given the federal politicians something to worry about.

Saskatchewan was the first blow to the Liberals. Walter Tucker, with Jimmy Gardiner peeping out occasionally from the wings, had high hopes of beating the CCF Provincial Government. Instead they lost an extra eight seats. Premier Douglas came back with a majority of 41 to 11.

A couple of months later came Alberta. Nobody thought Premier Manning's Government could be beaten, but there was no significant inroad on its majority.

Then came the debacle in British Columbia, which suggested that if there was anything worse than the combination of "Boss" Johnson and Herbert Anscomb it was the two of them separately. Ever since the sweep of Provincial seats by Social Credit and CCF, the Liberals and the Conservatives have been in the unhappy position of the pot and the kettle calling each other black. As one of the Federal leaders said, "there is no monopoly of unhappiness in BC. You have to queue up for it."

The two old parties have taken a cruel beating in BC, which they partly deserve. Both are rent by faction; both are going to have a hard time getting back, and both know it.

The refreshing thing about New Brunswick was that it was a good old-fashioned two-party battle. The CCF's intervention as a third party did not register. After 17 years out of office the Conservatives swept the Province and got what neither they nor the Liberals had thought possible —enough seats to form the Government. Immediately people began to ask if the same thing could happen at Ottawa.

MAYBE it could. But it's certainly not proved yet. First, there's a time factor, another year to go before a Federal election. "Surely," said one Liberal strategist, "this party is not so lacking in resource that it cannot find something new to fight the election with. We don't have to follow the discontents which the Conservatives are trying to stir up. Can't we change the ground before next fall?"

Second, and perhaps more important, is the geographical factor. To form the Federal Government of Canada a party has to win substantial support from all the major regions. At present the pundits are prepared to concede Conservative gains in the Maritimes (though probably not in Newfoundland) and in Ontario. They will concede the likelihood of Liberal losses in the West. What they cannot see is enough Conservative gains in the West or in Quebec to give them a majority.

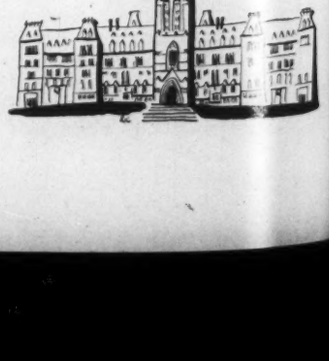
The evidence of the provincial elections is that if the Liberals are losing ground in the West, the Conservatives are not gaining it. This is the reason for some chatter about the Social Credit party picking up the discontented votes which the Conservatives cannot win, and hence—at a very long bow—of a Conservative-Social Credit coalition. At present this certainly belongs in the realm of the higher speculation: it derives merely from the belief that the PC revival in the East is not matched in the West, although the Liberal decline in the East may be.

THE PRESENT situation, which may drastically change in the next year, suggests only two conclusions, which may also be invalid a year from now.

(1) In the East discontent with the Liberals (high taxes, too large a majority, too long in power, signs of arrogance, "time for a change") coincides with an overdue Conservative revival. Even in Quebec the PC's fortunes are looking up, though they are still a very long way from threatening the Liberal hold. Third parties look like having less chance than for some time.

(2) But just as the East is beginning to regard the Conservatives as an acceptable alternative to the Liberals, the West is swinging away from both of them. (Manitoba, as a good intermediary, reflects something of both currents.)

The prophets who would like to believe in a national trend in favor of the Conservatives have still some formidable obstacles to overcome. One of them is an asset which the Liberals value more and more as they see their other assets declining. This is how one Liberal put it after touring the West in the footsteps of PM St. Laurent: "Nobody knows what goes on at Ottawa. Nobody much cares. But they all like St. Laurent when they see him."



PARTY STANDINGS IN THE HOUSE OF COMMONS

	Lib.	PC.	CCF.	SC.	Ind. etc.
1935 Election	171	39	7	17	11
1940 Election	178	39	8	10	10
1945 Election	125	67	28	13	12
1949 Election	190	41	13	10	8
Present standing	184	49	13	10	6

MARKET COMMENT

Hiram Walker-Gooderham & Worts Ltd.

by George Armstrong

DISTILLING SHARES are rapidly achieving respectability on this continent. True, they have a long way to go to attain the status they possess in Britain, where, together with beer and tobacco shares, they form the nucleus of many church endowment funds. Nevertheless they are achieving an earnings and dividend record which cannot be ignored.

Our distilling industry has had to contend with heavy pre-war inventories with resultant price wars, wartime scarcities, high postwar taxation, a revival of illicit distilling and many other problems. The confidence of investors has been shaken frequently, but in spite of everything those who have held distilling stocks in the past decade have done extremely well.

Consumption of liquor in the U.S. reached an all-time high of 1.64 gallons per capita in 1946. Competition for the consumer dollar steadily reduced per capita consumption to 1.14 gallons in 1949. War-scare buying raised this figure again to 1.26 gallons in 1951. As consumer incomes have continued at a high level, consumption of liquor has remained high, but cautious buying by dealers has reduced sales by producers.

STOCKS of whisky producers reached an all-time high at Jan. 31, 1952, but distillers are now taking steps to prevent further large gains. Production cutbacks will probably mean that future output will be on a replacement basis. This, together with improved sales as dealers work off inventories, should reverse the earnings downtrend in the latter half of 1952, but higher costs and excise taxes will extend the profits decline.

As long as consumer purchasing power is maintained at its present high level, consumption seems likely to remain steady. The industry, however, is vulnerable to depressions to a greater extent than the rival brewing industry which benefits from a switch to beer when incomes fall. Price wars, such as those experienced in pre-war days, are not likely to develop even with abnormally high inventories. The industry is now owned by four large-scale producers who control 75 per cent of the sales in the U.S.—Schenley, National Distillers, Distillers Seagrams and Hiram Walker-Gooderham & Worts.

Walker's is the second largest distiller in Canada. It has facilities for the daily distillation of 28,000 imperial proof gallons in Canada and about 3,000 U.S. proof gallons in the U.S. About 85 to 90 per cent of its output is sold in the U.S. The plant at Peoria, Ill., is the largest distillery in the world. Principal Canadian plants are located at Toronto and Walkerville, Ont. Walkers also has distilleries in Scotland and one in Argentina; a subsidiary in California produces domestic wines. Industrial alcohol is produced under government contract and an important by-product is distillers feeds for farm animals.

Hiram Walker-Gooderham & Worts was incorporated in Canada on December 31, 1926, under the name of Walker's Limited, and on January 17, 1927, the capital stock of Hiram Walker and Sons was acquired, followed in the same year by the entire stock of Gooderham and Worts Ltd.

In 1933 the company entered the American market and in 1937 began operations in Scotland and Argentina. In 1946 the outstanding preference shares were redeemed and the common shares split on a four-for-one basis. In 1950 funded debt was eliminated. Present capitalization consists of 2,896,016 no-par-value common shares.

Sales and earnings have followed the general trend of the industry. The six-years 1940-46 saw a 240 per cent increase in sales which was continued into the postwar years to reach $343 million in 1950. A decline to $328 million was seen in 1951 and earnings dropped to $7.23 per share from their 1950 peak of $9.68. Profits of $2.52 per share for the six months ending Feb. 29, 1952, were only about half those reported for the corresponding periods of the previous two years. Earnings of $4.41 per share for the first nine months indicate net of about $5.50-$6.00 per share for the full fiscal year ending Aug. 31, 1952. The decline in earnings is due to sharply reduced sales, increased competition, both from other spirits and substitutes, and to the disappearance of the premium on U.S. funds.

IN THE FIVE YEARS, 1947-51, retained earnings amounted to $82 million, which has been used to increase working capital from $76 million to $117 million (equivalent to $41 per share), and to eliminate funded debt of $30 million.

Dividends have been paid in each year since 1936. The present rate is $3.00 per annum. An extra of $1.00 was paid on Oct. 15, 1951, but was omitted in 1952. The shares at their current price of 44 are selling about 7½ to 8 times estimated 1952 earnings and have had a considerable contraction from their high of 60 reached in 1951. The yield is 6.8 per cent based on the $3.00 dividend.

Now that all senior securities (with the exception of the small debenture issue of a Scottish subsidiary) have been eliminated, and expansion plans appear to be completed, it seems reasonable to assume that regular dividends can be maintained at their present rate in spite of the drop in earnings. The future value of the stock will depend on taxation policy and the level of consumer purchasing power. The shares, however, appear well deflated at current levels and provide an attractive yield.

GEORGE ARMSTRONG *is Director of Canadian Business Service.*

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Canada & Atom

CONTINUED FROM PAGE 9

the Government's men had found was a major geological fault, along eight miles of which, across widths running to a mile, the geiger needles literally jumped when exposed to the radioactivity underlying the overburden. The entire St. Louis Fault was staked in the Government's name. Crews were rushed in to tear the big zone apart. That was 1946.

Meanwhile the ban on the mining of uranium by private interests, and the fact that the discoverer was bound by law to release his claims to the Government, had the inevitable result of halting all prospecting by professionals in country where geological conditions suggested the possibility of radioactive minerals.

Soon, therefore, the ban was removed. Private interests may now seek, develop and process uranium ores, but must sell their product to the Eldorado company. As a result, a number of non-Government operations are being carried on in the Beaverlodge area and farther afield.

The new Eldorado, at Beaverlodge, is a king-size uranium mine. When the writer visited the workings during the summer of 1952 the first milling unit was under construction. It will handle 500 tons of ore a day at first, but it is significant to note that the shaft adjacent to the mill is designed to hoist 2,000 tons, and that the mill-site will carry operations this big.

In one respect the new mine at Beaverlodge differs greatly from the original Great Bear property (which is still operating and has, in fact, developed greater ore reserves than it ever knew, prewar). Great Bear's black pitchblende bubbles tend to occur in narrow veins and veinlets. At Beaverlodge, however, the host rock is found over major mining widths, lean in places, but highly enriched in others. At Great Bear, mining is carried on selectively. At Beaverlodge, bulk mining will be the practice.

Every ton of ore, from footwall to hanging wall, will go to the mill, and with the lean will be broad patches of fat. Pitchblende running $48 to the ton across 15 feet, $34 ore across 3 feet and to a length of 330 feet, are examples of the kind of high grade found in pockets wedged between leaner material.

If the surface crews ripped the long strip between Beaverlodge and Ace Lakes apart, their performance was stepped up when the hard rock men went underground. A veritable rabbit warren of drifts and crosscuts has been thrust through the ore zone.

Add to this an expenditure in excess of $13 million to bring the first mining and milling unit into production, and the picture of what Canada has found on the north shore of Lake Athabaska begins to fit into its massive frame. The first mill unit, which ultimately will run to 2,000 tons *per diem* in production, is situated on one end of the St. Louis Fault. Its distant parts have been explored and drilled and left for future attention. Thus the first big mine will tap only one sector of the Government's holdings.

On surface, 12 miles of first class road have been driven through the bush from the main mine camp to the nearest sheltered bay on Athabaska. On its shore, early in the summer of 1952, the steel skeleton of an outsize warehouse was rising. During 1952's brief summer, 24,000 tons of freight have been barged in.

The story goes that Canada acquired its extremely effective heavy-water pile at Chalk River by accident of circumstance. A three-way partnership between the United States, Britain and Canada was formed in mid-war to produce the first atom bomb. Scientists from the three countries, plus a number of refugee physicists, were formed into teams and given specific assignments. Information was exchanged down to the final stage of bomb production.

Thus at the outset, the question arose as to what type of reactor should be built by the actual bomb-makers, and the graphite method was chosen by the United States and Britain as the faster way of reaching the urgent goal. But the partners agreed that one of them must tinker with the alternative method, the use of heavy-water, in which rods of U-235 are suspended to bombard with neutrons whatever materials are exposed in the pile. As junior partner, Canada was asked to undertake this research chore, and its heavy-water reactor, though by no means as large as the graphite-piles of the United States, has turned out to be superior. Take the case of Cobalt 60:

It was Professor W. V. Mayneord of London's Royal Cancer Hospital, who first called attention to the natural qualities of cobalt, while on loan to Canada's National Research Council in 1944. The professor wrote an erudite paper about the potentialities of the mineral as a repository for radioactivity when exposed to bombardment in a reactor. Some time later, the Mayneord paper was read by Doctor Harold Johns, a cancer-researchist at the University of Saskatchewan. Doctor Johns asked the Research Council to provide him with a "source" (a unit of radioactivated cobalt). Doctor Cypriani of Chalk River said "Let's make three", and in 1950, sufficient Cobalt-59 (the natural mineral) was tucked into the pile to make a trio of "bombs". While the cobalt units underwent 18 months of bombardment by uranium neutrons, Government researchers and Doctor Johns were experimenting with shields in which to place their "sources".

Late in 1951, the first treatments were given to cancer sufferers in London, Ont., and in Saskatoon. A third source was on the way for one of New York's major hospitals. Today, Chalk River is producing as many Cobalt-60 sources as its single reactor, already overloaded with research work for Canada and its allies, can turn out. Completion of a second, and larger, pile will make greater production possible. The remarkable fact about heavy-water Cobalt-60 is that it possesses 20 times the strength of the similar product turned out by the U.S. graphite pile.

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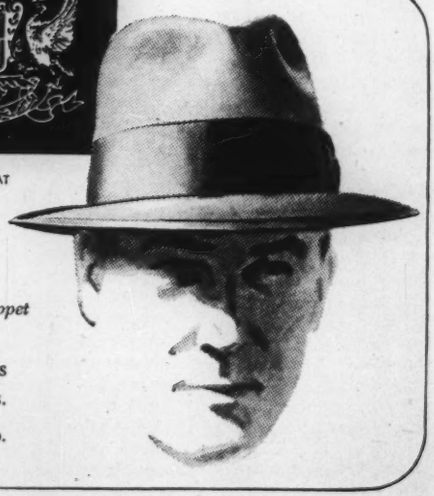

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BUSINESS COMMENT

Wheat Supplies & Prices

THE UNUSUALLY large wheat crops in Canada and the United States this year will inevitably weaken the hands of producing governments when they argue for an increase in prices under the International Wheat Agreement. A meeting is scheduled for January to settle the price range under a new agreement which would come into force after the end of this crop year.

Canada's crop (estimated at 675 million bushels at Aug. 31) is an all-time record. The U.S. crop is second to the all-time high. The Canadian authorities are not worried about selling all the wheat they can move to shipping points. The quota under the IWA (235 million bushels) is understood to be almost filled already, with the British taking almost half of it. The IWA price remains, as it has always been, at the maximum, $1.80 U.S., which is now equivalent to just under $1.75 Canadian. A carrying charge of six cents has been added to bring it up to $1.80 Canadian.

Apart from the 235 million bushels which are committed under the international agreement, the rest of Canada's exports can be sold for the Class II price. Canada has been charging about $3.20 for Class II sales. This keeps us between 10 and 15 cents under the U.S. Class II price, which is determined by the U.S. domestic support price.

North America has such a large proportion of this year's exportable feed grains that most of the world will be looking to either Canada or the U.S. for its needed imports; and Canada always has the edge. U.S. support policies are keeping the U.S. price up in the neighborhood of $3.35. Washington subsidizes sales under the IWA but not Class II sales. So the Canadian Wheat Board can always undersell the U.S. to move all the wheat the transport can handle.

Last year's grain movement was supposed to be the highest that could be achieved, so unless new miracles are accomplished this year's exports may not run much higher than last year's. In this case the problem of over-supply will not be serious till next year, when an unusually large carry-over may be expected.

RAY E. POWELL

President of Aluminum Company of Canada Ltd., who has been elected a Director of THE ROYAL TRUST CO.

BUT THIS prospect will certainly be used as a bargaining weapon by the importing nations of IWA. Much of the argument may also be expected to turn on the U.S. domestic price-support. It has been far above the range of prices in the agreement ever since the beginning, and it is sure to remain so. The effect of having so much of the world crop maintained at such a price is to ensure that the Class II price stays well above the agreement price. The elaborate discussion of a range of maximum and minimum prices, which took place when the agreement was signed, has proved to be a complete waste of ingenuity. Some of the importing countries are sure to argue that next time a single maximum price is all that is needed.

The U.S., with Canadian support, will argue that the IWA maximum ought to be brought up nearer to the U.S. price-supported minimum. Washington can be trusted to point out that the U.S. is the only leading producer which increased its wheat acreage this year. (Canada did not). And it will argue that this was because one domestic support price was high enough to give farmers an incentive to grow more wheat. In other words the U.S., by keeping its high price, has put itself in a position to supply a hungry world.

If this year's world supply of wheat had been seriously short of world demand, this argument might have made more impression. Since the immediate outlook is for quite adequate supplies this year and an unusually large carry-over into next year it is unlikely to cut much ice with the importing nations.

The U.S. and Canadian Governments mean to put up a fight; but if the agreement is to be renewed at all the importers are not likely to bind themselves to pay much more than $1.80 in future years.

Our Move

THERE ISN'T a great deal of time for the Western nations to parry the first thrust made by the Russians in their new economic battle plan. The onus falls on the U.S., and if that country means what it has been saying recently about the interdependence of trade and military objectives, making the parry shouldn't be too difficult.

The U.S. Battle Act, designed to limit trade between Communist countries and the recipients of U.S. aid, has apparently produced some nice bottlenecks in Russian arms production. Averell Harriman, who is responsible for administering the Act, reported that Russian agents were offering up to ten times the normal price for strategic items Western nations no longer sell the Reds.

The new Russian thrust is designed to eliminate these costly bottlenecks and, especially, to implement the divide-and-conquer program. This year Britain will require one million tons of coarse grains for her growing herds of livestock. During the past three years she has been getting close to this amount from Russia. But last year the Russians demanded and got a rider to the trade agreement providing that they could stop shipments whenever they found themselves unable to use the sterling they had earned to buy goods that they wanted. The goods they want are classified as strategic goods, and Britain, as a recipient of U.S. aid, isn't free to supply them.

The Russians acted on last year's rider, and this year have agreed to supply Britain with only 200,000 tons of coarse grains. It would cost Britain some 35 million of her scarce dollars to make up the difference by means of imports from Canada or the U.S. Yet this is one alternative to the U.S. relaxing the terms of the Battle Act by enough to help Britain over the hurdle. If the squeeze on Russian arms production is working as nicely as reported by Mr. Harriman, U.S. administrators aren't likely to agree to relaxation of the ban.

But leaving Britain with her problem would play right into the hands of Aneurin Bevan and his supporters who hold the revival of East-West trade and the elimination of U.S. influence on Britain's trade policies as major platform planks. If the Battle Act is responsible for Britain's feed-grain problem, and if it is really squeezing Russian arms production, $35 million worth of North American feed grain as a gift to Britain isn't an unreasonably high price. In any event we might as well begin getting used to paying it. The vulnerable British economy is a tempting target for Russian aims to split the economic front of NATO, and there will be more of the same later.

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Montreal JAMES A. DULLEA
October 15th, 1952 Secretary

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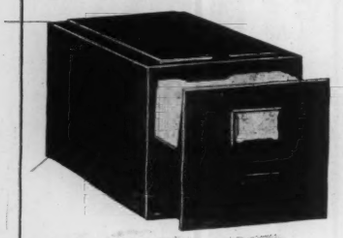

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Dividend No. 261

Notice is hereby given that a dividend of twenty-five cents per share upon the paid-up capital stock of this bank has been declared for the current quarter and will be payable at the bank and its branches on and after Monday, the first day of December next, to shareholders of record at the close of business on the 31st day of October, 1952.

By order of the Board,
T. H. ATKINSON, General Manager.
Montreal, Que., October 14, 1952.

HARSH WORDS

How Much More Aid?

by A. W. Walsh

BACK in 1945, The London *Economist* in no uncertain terms read Canada out of the Commonwealth and Empire.

Those were the days when *The Economist* was advocating something which looked very much like Sterling-bloc autarchy. The Sterling area, enlarged to include several European and other countries, was capable, so *The Economist* argument ran, of turning itself into a more or less closed economy. This was to be accomplished with United States connivance at discrimination.

Canada could be included in this cosy circle, *The Economist* said, if she was prepared to accept her share of Imperial responsibilities. Otherwise, she would have to go it alone. *The Economist* expressed the opinion seven years ago that we would find the going outside the Sterling area not only lonely, but very difficult economically.

Well, since 1945 Canada and the United States together have poured billions into Britain and the Sterling area both directly and indirectly; and the United States has encouraged trade discrimination to an extraordinary degree, especially in pursuit of European economic and political unity.

What has been the result? Britain today is virtually bankrupt, and is being kept from outright disaster only through future U.S. aid in the form of off-shore arms purchases and other devices. The Sterling bloc members are enormous creditors *vis-a-vis* Britain, and are themselves in a very bad way economically. Consequently, there has been so precipitate a flight from Sterling as to make that once-proud monetary unit a pitiful shadow of its old greatness.

Canada, on the other hand, is still in the throes of a boom, and her dollar is at the moment the hardest currency in the world. This situation may not be the result of superior wisdom or virtue, but it is evidence that our follies have at least been on a lesser scale than those of Britain.

Now, seven years after *The Economist* had bidden us to go our own misguided way out of the Commonwealth, the authoritative *Manchester Guardian* chides us for our "Olympian attitude" toward that once-majestic but now rapidly disintegrating political entity.

Apparently so far as authoritative British journalists are concerned, Canada is wrong if she does and wrong if she doesn't. This is, to say the least, an ungrateful attitude for an importunate people to adopt toward a nation which has been extremely generous to them.

The truth is that British economic chickens are rapidly coming home to roost, and naturally the British don't like it. While they have been highly successful in ascribing their present predicament to World War II, the fact is that had there been no second global conflict, the British economy would have been laid low sooner or later. The second war accelerated the pace of a movement which was clearly discernible in 1936, 1937 and 1938. In those years, Britain was failing to cover her imports by her exports, and was forced to sell foreign investments in order to balance her international accounts.

It might have been thought that such proof of the fact she was living beyond her means would have caused Britain to cut her postwar suit to fit her cloth. Instead, she stepped up her welfare schemes, and hence inevitably added to the costs of her industrial production.

Meantime, the U.S. was becoming an ever-greater factor in the world's

—Justus, in the Minneapolis Star

"YOU SEE, IT DOES HAVE A BOTTOM."

ARTHUR E. THOMPSON,

who has been appointed Toronto District Manager of the Mercury-Lincoln-Meteor Division of Ford Motor Company of Canada, Limited. Mr. Thompson joined Ford of Canada in 1928 and has wide experience in the automotive business both in Canada and abroad. For the past three years he has been assistant district manager for Mercury-Lincoln-Meteor in Toronto.

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commodity markets, and the industrialization of the Western world under the stimulus of war was proceeding apace. The result has been that Britain can no longer buy her raw materials cheap and sell them dear as finished products to a receptive world. While the price of essential raw materials has been going up, the market for high-cost British goods has been contracting. With the re-entry of Germany and Japan into world trade, the contraction of the market for British goods has been proceeding day by day at an alarming rate.

It has been well said that Britain must export or die. It is equally true that an economy tied to world markets cannot afford socialism.

Because Britain has chosen to burden her costs of production with the costs of welfare, and at the same time to maintain a standard of living to which her own production does not entitle her, North America has been called upon to act as her "sugar daddy".

The great question which confronts the world today is: How much longer should North America continue to subsidize British economic and social folly?

Are we to assume that Britain is forever to remain a dependent of Canada and the U.S.? If not, when is she going to cease being "a genteel bum" and start living within her own income?

If the tone adopted by *The Manchester Guardian* is any criterion the once-proud British are going to remain content to live indefinitely off North American charity. The North Americans should have something to say to that, and for the sake of their own people, they should say it very loud and very soon.

Auto Insurance

CONTINUED FROM PAGE 13

driving regulation. If he has nothing, the claimant is not likely to take action against him. What would be the point except revenge?

The assigned risk plan provides insurance for drivers with a bad accident record, who have been turned down for regular insurance. This gives drivers who have been put off the road for a minor accident a chance to prove financial responsibility, and to have their privileges reinstated.

In much the same category are the under-25 drivers, who make up 15 per cent of the driving population, and have 30 per cent of the accidents. For them, auto insurance rates may be as much as $15 or $20 higher than the average.

Insurance companies are also trying to help reduce the accident rate by assisting authorities in drawing up traffic regulations, based on their experience of what causes accidents.

In Manitoba, where an intensive safety campaign has been waged for the last two years, the accident rate is decreasing, in a country where more than 10 people are killed for every 100 million miles Canadian vehicles travel.

It indicates that stricter licensing regulations and intelligent driving rules, strictly enforced, can pay off in fewer traffic deaths. It is not only the insurance companies, but every Canadian, who has a stake in such a program.

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By order of the Board.
ADJUTOR SAVARD,
Assistant Secretary.
Montreal, Que., October 20, 1952.

Maybe you should cut this ribbon!

Of course, when a new bridge or highway is completed, it's traditional for some prominent citizen or government official to cut the ribbon in the opening ceremony. And yet . . .

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Letters to the Editor

The Arctic Storm

THE reply to my article by Mr. Porsild (in last week's SATURDAY NIGHT) repeats many of the statements made in Mr. Porsild's original review, and so needs no further comment. However, one inference I would like to correct. Mr. Porsild says that people who know little or nothing about the Arctic "should be content to discuss only the literary merits or demerits of the book." I agree, to this extent—that nobody but an Arctic expert should step between Mr. Mowat and Mr. Porsild as they slug it out on points of fact. Mr. Porsild's record certainly qualifies him to criticize work on the Arctic. However, in Mowat's unpublished reply to Porsild's review he is also able to show errors of fact in Porsild's review.

These errors of Porsild's are as trivial as some of Mowat's errors, caused in both cases by misunderstanding or carelessness, and I'm not qualified as a referee in that kind of infighting. My intervention is based entirely on what I feel to be the unfairness of *The Beaver's* attitude in not publishing Mowat's reply to their many serious charges against him. Mowat is quite capable of fighting for himself, if allowed to do so. If *The Beaver* had published Mowat's reply, I would still be a bystander.

Omemee, Ont. SCOTT YOUNG,
Vice-President,
Canadian Authors' Association

Arctic Snowball Fight

MR. SCOTT YOUNG made a gallant but ineffective attempt to restore Farley Mowat's reputation as a northern observer in this snowball throwing (October 18 issue). Young, too, has been spellbound by what I would term "imaginative nonfiction". But like the majority of readers, he has no firsthand knowledge of the Arctic and Subarctic.

Both complain loudly that all adverse criticism comes from "traders" and "Government officials", that the book is being picked on by biased reviewers. Well, this one is free of that, as I am "the free-lance photographer and newspaper reporter who wandered into the northern Barrens"

—Harrington

RICHARD HARRINGTON'S book, "A Cameraman's Story in Words and Pictures of Five Journeys into the Far North" (3000 miles by dogteam), has been published.

(P. 324) and brought out the news of famine.

Mowat really has two books here. The colorful prose of his travel observations, including places he has not seen, and enriched by a fertile imagination. Plus a treatise of Government, missionary and trader mismanagement, mixed with endless inaccuracies.

It is true in part. Our aggressive and greedy white man's civilization should be blamed. Every one of us is guilty of destroying the stark realistic culture of the Eskimo—including Mowat, who did not feel ashamed to hand out two plugs of tobacco for a suit of caribou skin clothing which usually brings $40-60 to a native at a trading centre.

With Mowat's miraculous linguistic ability, he could easily have given the Eskimo a note to the nearest trading post, less than 100 miles away, and established a credit there. In fact, I feel like complaining, "Look, here is a flagrant incident of the white man taking advantage of the Eskimo!"

Contrary to Mr. Young's statement, numerous cautious and adverse reviews have been levelled at this book, by reviewers who should be free of the taint of bias. To my mind, the best one came from Ottawa's anthropologist, Dr. Douglas Leechman. Says he, a bit sadly, "It's a dangerous book, because it is well-written, and it is also an inaccurate and prejudiced book."

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a point to strive for accuracy and authenticity in its pages. It is the accepted authority on the Canadian north in its fields. Behind it are men with a lifetime knowledge and study of Arctic affairs. As Young says, Mowat's book is not the only one to be panned in its pages. What if every wounded author demanded space for retaliation?

Personally, I would happily travel by dogteam along Mowat's miles, that shrink from his 300 to 100 . . . but I would be disappointed to arrive at his Deer Lake post, and find it named Duck Lake.

Since the book is meant to be a factual record, I have read an article by Mowat in *Argosy*, covering the same area and period, but including new characters. Which is correct?

There is much that is good and strong in this book. But by its wordy violence, by its ranting, by its errors, the strong and authentic arguments are thrown away, wasted.

Of his comparisons with Greenland Eskimos, I would suspect that he has been reading Government reports. I know only opposite views from other Danes with Eskimo ancestry. But Eskimos in Alaska that I have seen were a sorry-looking, Government-supported lot.

"What ought to be done about the natives" I have found a favorite topic of conversation in the tropics as well as in the Arctic, amongst the white people. In Canada, Ottawa officials spend their days worrying about it; in the north, the long Arctic nights are spent worrying the subject. Only a few are puzzled as to what ought to be done with the white man.

Before Mowat's book gets a banned-in-Boston sort of popularity, we should remember that a dash of fact in fiction may be good; but the opposite gives every expert and scientist the right to let fly with demolishing snowballs.

Toronto, Ont. RICHARD HARRINGTON

THEATRE

With Local Groups

by Margaret Ness

A Canadian play opens this week in Ottawa. But this one already has the "approval" stamp of Broadway, radio and movies. It's Robert Fontaine's "The Happy Time". It's a natural for the Ottawa Little Theatre's opening, with its Ottawa locale.

"The Philadelphia Story" was Winnipeg Little Theatre's opening choice, directed by Peggy Green. Later comes "RUR" (Rossum's Universal Robots) by Karel Copek. May seem even more frighteningly real now than when produced years ago—what with the news of the U.S. robot-controlled planes in Korea. Wonder if any group is reviving Copek's Insect Play? Believe Sarnia (Ont.) Little Theatre made quite a reputation with this play back in late 1920's when Lawrence Mason of *The Globe* devoted columns of space in praise of "The Sarnia Idea"—practically synonymous with him to the perfect Little Theatre.

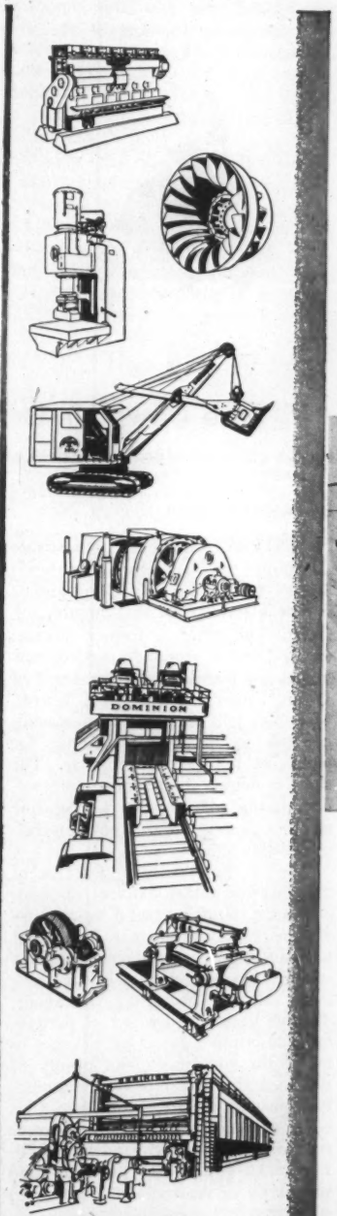
London Little Theatre opens its 19th season this week, with Irish play, "Treasure Hunt". Regina Little Theatre leads off with "On Borrowed Time" in November. And Victoria Theatre Guild, BC, has already played "Chiltern Hundreds".

One of Canada's oldest continuing amateur groups, Vancouver Little Theatre, took Sadie Thompson into the York theatre last week, under the Broadway title of "Rain", with Mrs. Phoebe Smith as director.

In Toronto the well-established University Alumnae Dramatic Club presented "The Heiress" as its initial offering, with Norma Edwards of Vancouver in the title role.

On Nov. 17, Toronto's Playcraftsmen celebrate a 20th birthday with a repeat of "Harlequinade". A nice birthday feeling-in-the-air is the new 1,200-seat auditorium in their playing home, Central Technical School. This is the group that James Dean of the Tech staff has nurtured over the years to one of the top Toronto positions in amateur theatre circles.

It's this week Simcoe (Ont). Little Theatre plays "Charley's Aunt". And last week Cobourg held a celebration—the opening of the redecorated Victoria Opera House in the Town Hall—with excerpts from "Martha" and "Le Coq d'Or" and Robertson Davies's play, "The Voice of the People" by the recently organized Cobourg Opera and Drama Guild. Historical note: King Edward VII, as Prince of Wales, officially opened the Town Hall building on his Canadian visit.



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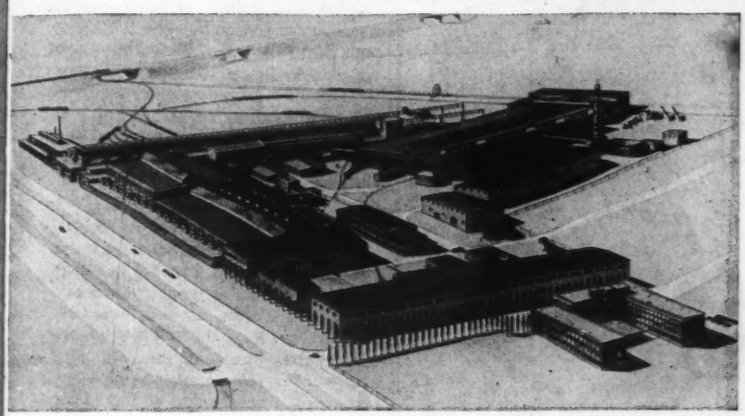

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BOOK REVIEWS

Story of a Dollar Princess

THE GLITTER AND THE GOLD—by Consuelo Vanderbilt Balsan—*Musson*—$4.50.

by Mary Lowrey Ross

THE ONLY excuse for autobiography, someone has pointed out, is that it provides an opportunity to mirror one's period. On this basis Consuelo Vanderbilt Balsán, had a better excuse than most. Her story is a sensitive and observant record of one of the gaudiest societies in modern times—the international world of birth, wealth and fashion that flourished before World War I. It is a society that has now almost completely vanished; but no one was in a better position to study it than the young Duchess of Marlborough, née Consuelo Vanderbilt.

She was only eighteen when she married the Duke of Marlborough. It was a marriage of high convenance, arranged entirely by the Duke and Mrs. W. K. Vanderbilt—two formidable figures whom the author treats with a curious blend of discretion and candor. No amount of discretion, however, can disguise the fact that Mrs. Vanderbilt was, in the early days at least, hardly more supportable as a parent than the Duke proved to be later as a husband.

As it happened, however, the young Duchess had, beneath her gentleness and docility, an extraordinary force of character, as well as a serious awareness of the world that lay beyond the glitter and the gold. She accepted her role as mistress of Blenheim, the ancient home of the Marlboroughs and as hostess to the haute monde of three continents. It was a life dedicated to privilege and pleasure, and the author doesn't by any means underrate its advantages.

She describes it with vivacity and detail, and her account, supported by the lovely Sargeant and Boldini portraits reproduced here, indicates that she was as elegant a Duchess of Marlborough as ever presided over Blenheim. But she could always estimate, with exact, and rueful and amused precision, her rating as a Dollar Princess in the midst of royalty.

The situation, and the Duke himself, became altogether insupportable in the end, and she divorced herself from it, and from him, and retired into war and social work. Later she married Colonel Jacques Balsan, and, withdrawing to the Riviera, lived, for the first time, the life she had chosen for herself with the man she loved. Although "The Glitter and The Gold" concludes with the European debacle of 1940, the story of the author at least has a happy ending.

Most of the great figures of two generations and three continents move through these pages; and since the author was equipped with acute perceptions and a sensitive feeling for character and temperament rather than rank, they have the unmistakable movement of life. She has set herself a grand stage and filled it with vivid figures. Her autobiography is a fascinating footnote on the social history of a lost period.

Love Down Under

THE FAR COUNTRY—by Nevil Shute—McLeod—$4.00

by Melwyn Breen

AUSTRALIA'S life and landscapes form the background of Nevil Shute's latest: the best-selling author is now a resident of that country. A Czech immigrant, a former doctor, and a London secretary making new homes for themselves in the Land of Down Under are the chief figures. Mr. Shute tells his somewhat mechanical tale in the breezy manner for which he has become popular. The story is neither more nor less two-dimensional than most magazine stories dealing with boy-gets-girl-under-difficulties.

One of the redeeming features of an otherwise rather flatulent novel is, of course, Shute's careful description of Australian customs and habits and his authentic reproduction of the strange uncouth language of the seemingly always cheerful Australians. Though he is not a writer of particularly descriptive power he manages to evoke the ruggedness and beauty of the land, the hardships and indomitable spirit of the sheep ranchers. His chief sociological observation centres on the decline of England under Socialism in contrast to the vigor and prosperity of Australia, the new land of plenty.

Terrifying Technique

FROM UNDER MY HAT—by Hedda Hopper—Doubleday—$3.50.

by Rica Farquharson

"FROM Under My Hat" could have been a "How To Be Noticed" textbook of the Goldwyn, Hearst, Marie Dressler, John Barrymore and all the sultry stars that came after, in Hollywood's most flamboyant era.

Hedda Hopper offers here the self-revelation of the little Altoona, Pennsylvania girl who skipped out of her father's meat market forever on her way to outshout any Hollywood producer, become the fifth wife of De Wolf Hopper, dazzle The Algonquin Hotel set and expand her influence as a Hollywood columnist.

Miss Hopper, in revealing herself as an actress, has no hesitation whatever in thrusting the sword into a number of top-notch stars and revealing their shabbiness—as she saw it. She has a terrifying technique in dealing with her intimates for there are few shadings; just jet black and white-white are really necessary to paint her characters.

If you like reading about celebrities; if you like the *New Yorker;* if you can never get enough of Dorothy Parker, Cornelia Otis Skinner, Emily Kimborough or Louella Parsons—this you will enjoy—or if you are a Marlene Dietrich fan—for Marlene, clearly, rates top-billing with Hedda Hopper. She describes her as "all women rolled into one—mother, daughter, siren, sweetheart, actress, homemaker, companion, and friend"—and the ultimate in what the public expects in Hollywood glamour. She was a knockout in an evening gown, made by Banton, trimmed with four thousand dollars' worth of black paradise feathers yet could turn out an omelet while wearing a court dress and white wig for "The Scarlet Empress".

Hedda Hopper says this book, which was written in spare moments stolen from a heavy job looks "right purty. If this be boasting, make the most of it—'cause I am."

Slightly Ignoble Art

TALLULAH: MY AUTOBIOGRAPHY—by Tallulah Bankhead—*Musson*—$3.95.

by B. K. Sandwell

HAVING been honored with a personal note, written on a boudoir typewriter and signed "Lovingly, Tallulah," to inform me in advance of the impending appearance of this piece of self-revelation, I should like to be able to show a reasonable amount of enthusiasm about it. Miss Bankhead and I are quite unacquainted, and I have never reviewed or even seen any of her performances except "The Eagle Has Two Heads", a Cocteau concoction concerning which I restrained myself with difficulty from saying that both of them ought to have been wrung. But somehow I cannot bring myself to feel that this work is a good example of anything except the slightly ignoble art of press-agentry.

It is one more contribution to the building up of that fictitious creature, "Tallulah", who seems to me to have little or nothing to do with good acting and probably little or nothing to do with Miss Bankhead except that that lady has decided that "Tallulah" is the character in which she wishes, for publicity reasons, to be known.

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It has a useful list of Miss Bankhead's impersonations, and some illuminating information about such persons as Billy Rose (who seems to have quit being a columnist), Lord Beaverbrook (who hasn't), Jobyna Howland (who was once married to our own Arthur Stringer), Dorothy Parker, Somerset Maugham and John and Ethel Barrymore.

Miss Bankhead annoyed me on her first page by saying, or letting her press-agent say: "Apostates have hinted that I'm the ill-begotten daughter of Medusa and the Marquis de Sade", and on the last page by misquoting, or letting the same gentleman misquote, the candle poem of Edna St. Vincent Millay. She seems to contemplate going into television. If this sort of press-agentry goes with television (and quite probably it does) I shall be bitterly sorry that the home movie-box was ever invented.

I forgot to tell you that while the outside envelope of Tallulah's note was quite correctly addressed, the note itself apostrophized me as "Mr. Shadwell". And I am so easily hurt!

The Living Past

MIRROR TO RUSSIA—by Marie Noele Kelly—*British Book Service*—$4.25.

by Lucy Van Gogh

THIS IS a different book on Russia. Lady Kelly, wife of the British Ambassador in Moscow, is a Frenchwoman and an artist, with a discerning passion for old architecture. The Russians seem to have been flattered by her interest in their antiquities; they are very proud of them, and Moscow has an Institute of the History and Theory of Architecture which publishes excellent books on towns of historic interest.

At any rate they gave Sir David Kelly and his wife considerable freedom of movement in 1949-51, always making sure that the places they visited had no modern industry to be spied upon. The result is a vivid, well observed and beautifully written account of the "cathedral cities", so to speak, of Russia as they are now—with the Church of St. Nicholas-on-the-Bank at Murom converted into a chicken hatchery, and the Great Palace of Peterhof a burnt-out shell.

The photographs are excellent, and give a reassuring feeling that art survives even revolutions. Lady Kelly makes no claim to be an authority on contemporary Russian thinking and feeling.

Lady of Asia

HONGKONG—by Christopher Rand—*McClelland & Stewart*—$3.75.

by William Sclater

A HILLY main island ten miles long and the archipelagoed tip of a wayward peninsula coming down from South China is the British Crown Colony of Hongkong. The whole area, including the beautiful harbor and the Kowloon peninsula is 40 miles long by 30 deep.

A very little bit of China this, which, forgetful of its long yellow horizon to landward, some liken to a little bit of Britain set in an eastern sea. But then the very essence of Hongkong is in its viewpoints. It was said, and not without truth that one's social standing there could be measured by the elevation one lived at on the hillside of the Peak. The great Taipans or merchant princes crowned the heights. All others looked upwards in greater or lesser degree.

The author brings us into Hongkong the best way, by sea, travelling the gray funnel line aboard *HMS Amethyst* of Yangtze fame coming down from Korea in company with *HMCS Sioux*. His first reportorial viewpoint is the austerely professional one of the British Navy, "a nomad outfit that based there and perhaps belonged there as much as anyone". Chapter by fascinating chapter then he reveals this island between East and West.

Hongkong is utterly feminine. She has to be. To live, regardless of what London may think, she feels she must woo the austere Red regime in Peking and toe a delicate balancing line between the ideas and aspirations of a dozen other races in her midst, such is the influence of the giant off whose shores she lies. A British creation she may be but at heart Hongkong—fragrant waters in the Chinese—is Asia. An Asia heightened and influenced by contact with the West and best seen perhaps in her slimly-silken, attractive Chinese ladies who are so *soignées* by comparison with their Canton or Peking sisters and who know it. So do their sisters.

The Ocean Obstacle

PHOENIX RISING — by Marguerite Steen — *Collins*—$3.00.

by J. L. Charlesworth

THIS is the third volume of trilogy dealing with the Flood family, whom Miss Steen invented for "The Sun is My Undoing" to typify the Bristol slave-traders in their heyday. In the second volume, "Twilight on the Floods", readers were shown the decline of the family into respectability. The new work follows the career of Aldebaran Flood, sole representative of the family's main line in her generation. The period of the story is 1930 and the heroine is 29 years old.

Like many other successful British novelists, Miss Steen has seen fit to set most of her scenes in the United States. She sends her heroine (who also happens to be a successful British novelist) to the States on a lecture tour. Having got her across to this side of the Atlantic, she must have been puzzled what to do with her, and her solution of the problem is not particularly ingenious.

Miss Steen's knowledge of the United States and her insight into the characters of the inhabitants display the profundity common to touring British writers who have cashed in on their American experiences. Thus Aldebaran is conducted through some speak-easies in New York and Detroit and she discovers that there is some prejudice against racial equality of blacks and whites in South Carolina; both subjects have been discussed more adequately by

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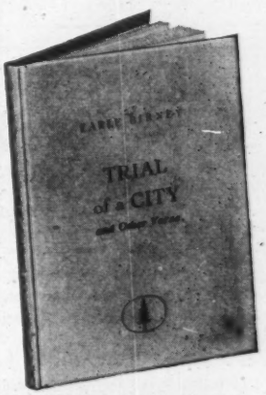

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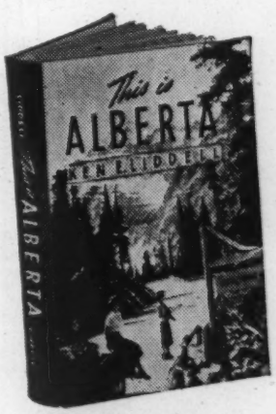

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American writers who have a closer acquaintance with what they are writing about.

Any illusion of reality that might have crept into the novel is destroyed by Miss Steen's attempts to write American. Like others of her kind, she is not at home amid the subtleties of American slang, and does not realize that anachronisms in the use of American are as serious in their effect on a story as errors in descriptions of places or events.

The book contains a reasonable amount of sex and violence, which may ensure its popularity among readers who do not care much about writing.

Rich Pocketful

GIOTTO—by Yvon Taillander—*Macmillan*—$0.79.

by Paul Duval

ONE of the recently inaugurated series of "Hyperion Miniatures", this monograph on one of the world's great masters should do much to introduce his creations to a broader audience. While it is difficult to reconcile economy with quality in the production of books on the fine arts, Hyperion have made a noble attempt to do so in these "miniatures". Certainly, inexpensive pocket-sized volumes such as these are one of the most effective means of establishing a broader base for public art appreciation.

Eight color plates and 28 monochrome illustrations make "Giotto" a fairly substantial pictorial introduction for the student or layman hitherto unacquainted with his work. While small in size, the reproductions have been intelligently selected to provide a cross-section of Giotto's styles and, on the whole, are well printed. The text, on the other hand, is not so well suited to the purposes of an introduction; it is stacatto in style (possibly due to the translation) and assumes no consistent approach, aesthetically or biographically to the subject or his art.

As collections of reproductions, which are what make "Giotto" valuable, the other titles in this series are very worthwhile. These include studies on "Vermeer", "Rubens" and "Delacroix".

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Writers & Writing

OUR OLD friend BILL AITKEN has been in town and brought his charming English wife to Canada. Westerners will be pleased to hear that, after a tour across the Dominion, she announced she had enjoyed all of it but, somehow, had fallen more deeply in love with Calgary than any other place! Partly climate, and altitude but largely people.

William Aitken, British MP, when not attending debates at Westminster, travels over the Commonwealth providing news and features for a growing number of newspapers. Canadian tour was "coming home" jaunt for he is Canadian-born. His mother lives in Toronto; declares her daughter-in-law, whom she had not seen before, lived up to expectations, acquired from correspondence, that she would be delightful.

Incidentally, if Bill had been top man, instead of second, in bidding for the Toronto *Telegram*, when the late George McCullagh bought it, MARGARET AITKEN, "Tely" columnist, would have had her brother for a boss. Lord Beaverbrook, uncle to journalistic brother and sister, may have contributed that printer's ink strain.

■ CLARE BICE, London artist, curator, Art Gallery, London Public Library; writer and illustrator of children's books, and EARLE BIRNEY, Vancouver novelist, are two Canadians to appear in Department of External Affairs' list of twenty-one Canadian scholars to win overseas awards. Clare Bice will study methods of organizing community art centres in France on his fellowship.

Awards fellowships have value $4,000 each: scholarships $2,000 each. Funds are from credits owing to government from European countries.

■ To MRS. G. B. MUNRO, we're indebted for her charming book of Verses; full of Canadian sentiment stressing homey things of significance: children, sunsets, slumber, waters, loons, Hallowe'en, Christmas, exaltation, April, resurrection, snow. We liked, particularly "Margaret" lovely etching of a girl from childhood to her wedding day.

Poetess Mary Munro is a daughter of the late Hon. John Roland Hett, Victoria, British Columbia. As a child, at her father's death, she and her mother, former Letitia Martyn Sibbald, returned to maternal home, Eildon Hall, Sutton West. Except for an interval of education in England, she grew up here: now returns in summer months.

This year Eildon Hall was opened as a summer museum by Sutton Kinsmen Club. It is filled with treasures brought by Mrs. Munro's great-grandmother from Whiterigg, Scotland, 1836, and by her grandfather from India, China and other far-flung places. One of Ontario's beauty spots, the property juts into Lake Simcoe, near Indian Reserve Georgina Island.

Book, published by Sutton Printers, is memento of opening of new County Park, Sibbald's Point, Lake Simcoe.

■ Dramatized serials and short stories are among the attractions featured on the new CBC Daytime Program "Trans-Canada Matinee". It is designed with variety for daytime listeners, especially women. Time, of course, varies, according to your Province, but this will give you a clue:

3:45-4:30 pm Newfoundland
3:15-4:00 pm Maritimes
2:15-3:00 pm Ontario, Quebec
3:45-4:30 pm Manitoba, Saskatchewan
3:00-3:45 pm Alberta
3:30-4:15 pm British Columbia

■ "Cargoes on the Great Lakes", new book by MRS. HARRIS MCPHEDRAN and published by Macmillan in Canada, will stand up to adventure expectations called up by title—for young importants from eleven to fifteen years. Illustrations by DOROTHY IVENS.

■ Ryerson Press has published a Teacher's Guidebook to "Life and Adventure", a new Grade 8 Reader, by Miss ELSIE POMEROY.

■ With "I Go Pogo" that long-haired comic strip "Pogo" will continue to cement its appeal for young intellectuals and those who don't admit to reading any other "funnies."

■ Among books geared to popular appeal by the University of Toronto Press is "Between the Red and the Rockies" by GRANT MACEWAN. It is a survey of the epoch just past dealing with the romantic side of wheat-growing, ranching. Author is former Dean of Agriculture and Household Science, University of Manitoba; editor of "Western Producer" and "Canadian Cattlemen" and author "The Sodbusters" and "Agriculture on Parade."

Another "lower brow" book from University Press is "The Bruce Beckons". Story of Lake Huron's Great Peninsula. It is by WILLIAM SHERWOOD FOX, former President of the University of Western Ontario. While Dr. Fox was moulding a great educational institution, he was gathering material for this book as he went on angling expeditions and botanical field trips. His book is about the flora, fauna, history and geography and people of the Peninsula on which he is the foremost living authority. Clare Bice is illustrator. (Incidentally, Dr. Fox would like to see a national park established on his beloved Peninsula.) —*Rica*

The Newfoundland Public Libraries Board invites applications for the post of Cataloguer. Salary scale: $2000 to 2400 plus cost of living allowance of $270.00 per annum. Minimum qualifications are two years of College work or equivalent and a Diploma in Librarianship. Position on scale according to training and experience. Apply stating qualifications to the Secretary-Librarian, Gosling Memorial Library, St. John's, Newfoundland.

RECORDS

Some New Releases

PIANO MUSIC OF CLAUDE DEBUSSY—*Played by Walter Giseking.* The two volumes of piano compositions entitled *Images*. Giseking is still the most moving interpreter of the composer's charming and moving impressions. Recording excellent. *(Columbia—ML2188)*

SYMPHONY NO. 2 IN B FLAT—*Schubert.* Charles Münch and the Boston Symphony Orchestra with a fine and much needed addition to the Schubert catalogue. The *Second*, written when he was 18, showed great strides over the Haydnesque *First* and reveals some of the melody and freedom of the things that were to come. Münch calls forth all the lyricism and verve of the B.S.O. Recording—excellent. *(Victor—LM41)*

SYMPHONY NO. 36 IN C—*Mozart.* A timely reissue of Koussevitsky's version with the Boston Symphony Orchestra, hitherto on 78's and hard to find. The treatment of the work is taut and sure and the LP transfer has been made with decided improvement in sound quality. On the other side, *Symphony No. 39* to make an attractive package for the ubiquitous Mozart collectors. *(Victor—LM1141)*

FOUR SONATAS—*Mozart.* K. 281, K. 283, K. 545 and K. 570 given meticulous but not unlyrical treatment by the pianist Jacqueline Blanchard. Though both K. 545 by Giseking and K. 570 by Schnabel are still extant, the other two have not been recorded for some time. The *ffrr* recording is excellent. *(London—LL529)*

CONCERTO FOR CELLO IN B MINOR—*Dvorak.* Another work from the composer's American sojourn, dating from 1895. Throughout the magnificently nostalgic folk themes weave a luxuriant pattern. This is a release on LP of the definitive recording by Pablo Casals and the Czech Philharmonic Orchestra under George Szell, and though there are three other versions extant (Fournier, Piatigorsky and Gendron) this is still *the* version. A Treasury of Immortal Performances re-issue. *(Victor—LCT1026)*

THE PICTURE OF DORIAN GRAY—*Oscar Wilde.* Ian Hunter as *Lord Henry* leads a well disciplined cast through a melodramatic adaptation of the novel trimmed to be accommodated by two sides of an LP. The fustian of the original has been unlamentedly pruned away but the wit has also been removed in the process. Since the epigram has been supplanted by the wisecrack as a legitimate form of humor, the story of hothouse evil and strange sins probably carries its own weight as a form of science fiction—with the clock turned backwards. *(London—LLP472)*

SYMPHONY NO. 1 IN C MINOR, OP. 68—*Brahms.* Few will quarrel with Eugene Ormandy's interpretation of this classic. The Philadelphia Orchestra, which Stokowski schooled so musically and so technically for recording, follows Ormandy obediently and acts alertly. It is not our intention to analyze the mysticism of the first movement, the searching poetry that follows, the lyric grace, and the thematic exultation of the final movement. Suffice it to say, if you are building up your symphony record section with the four Brahms, or replacing an older version that is developing a scratch or two, this one *should* be added to your library. *(Columbia—ML4477.)*

PAL JOEY—This Rodgers and Hart musical opened first on Christmas night, 1940. Its John O'Hara story about shady characters — male and female—in and around a night club on Chicago's south side and its slick musical setting got a mixed critical reception. Brooks Atkinson wrote: "Although 'Pal Joey' is expertly done, can you draw sweet water from a foul well?"

Foul or fair, the show was a hit and hung on. It was revived last year but its score still depended for sustenance on two main items — "Bewitched" and "I Could Write a Book". The other numbers are pretty much cold mashed potatoes. Vivienne Segal and Harold Lang here sing the star parts. A bevy of recording vocalists, a chorus and orchestra work on the two tunes mentioned, but how ordinary are the other ten! *(Columbia—ML-3634.)*

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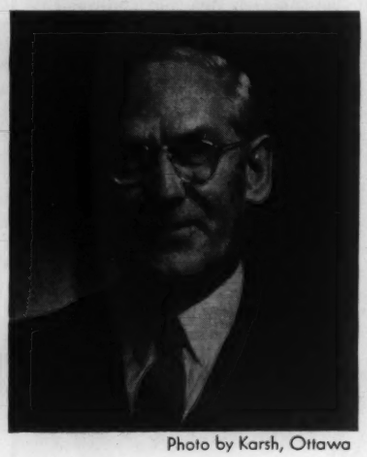

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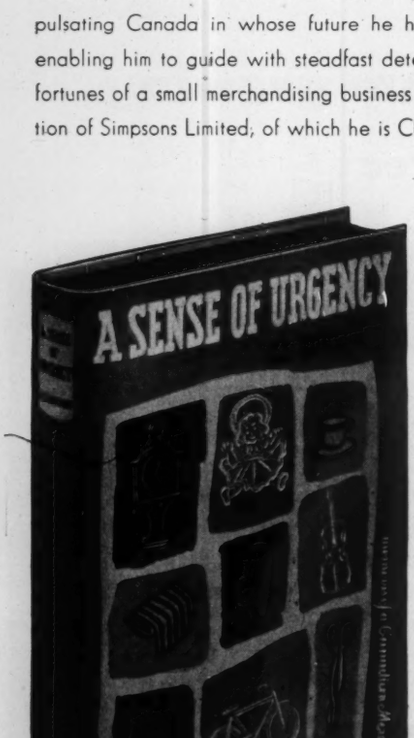

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FILMS

Director De Sica Relaxes

by Mary Lowrey Ross

"WELL I hope you enjoy it," the movie-goer in the next seat said to me as I settled down to Vittorio De Sica's "Miracle in Milan".

He rose to leave, and I asked him if he hadn't liked it.

"It's the worst picture I ever saw in my life," he said, and moved out, walking stormily over my hat.

Well it is quite possible to see his point of view, since "Miracle in Milan" makes more than usual demands on average audience-tolerance. It looks as though it had been photographed in half-twilight, with a rather bad camera. Its background is a Milan shacktown, built largely from odd doors and window sashes, ends of sewer pipe, and shreds of tattered roofing and tar-paper. The chief charm of its hero and heroine is a dauntless good-nature, just touched with imbecility.

ITS STORY sounds a little like the work of a Marxist deviationist, with an improbable fancy for the supernatural, and the direction suggests at times that Vittorio De Sica is happily improvising, and couldn't care less, from moment to moment, about what is to happen next. Altogether it's a very unusual and interesting picture.

A great deal of the charm of foreign films lies in the odd and chancy difference between them and the Hollywood product—a difference not always to the disadvantage of Hollywood. Thus in "Miracle in Milan" at least part of the curiosity the film arouses lies in the unfamiliar approach to the story, so that one is less interested in the fate of the characters than in the rather mysterious intentions of the producer-director. Once we have admitted this, we can go ahead and enjoy "Miracle in Milan" in our own fashion. After all, it is always more fun to be interested than not.

De Sica's intention in this case could hardly have been simpler or more profound. "I was searching," he says of "Miracle in Milan", "for the feeling of a small word that loves to hide everywhere—good." If the elusive "good" in his film frequently presents itself as pure simple-mindedness, this is largely because De Sica's comedy sense had run ahead of his didacticism. In the enjoyment of adorning his tale with comic invention, he occasionally loses sight of the necessity to point the moral. This does the film no harm at all.

THE HERO of the film is discovered under a cabbage leaf by a pixillated old lady. She adopts the foundling and dedicates herself so ardently to improving his chance in life that she is still teaching him the multiplication table on her deathbed. The hero goes to an orphanage, and graduates to become a sort of voluntary prefect in a Milan shantytown. At this point the picture begins to develop an odd ambivalence. The outcasts of shantytown, though hungry, cold and bitterly poor, are an hilarious lot who have turned their deplorable quarters into a sort of perpetual Midway, and devote themselves to shows, jollity and merrymaking. In the process of rearing a flagpole they strike oil on the property, and it is then that the forces of capitalism (in bowler hat and fur-collared coat) move in to dispossess them. Here the film appears to be about to strike a serious Marxian note, but fantasy intervenes in time. The deceased foster-mother turns up in a cloud and presents the hero with a white dove, which has all the special features of Aladdin's lamp. It is the dove of production rather than peace, and it rapidly produces radios, crystal chandeliers, sewing machines, umbrellas, and a program of defence. In the end it transports the whole jubilant crew on broomsticks to some kingdom in the clouds where "'Good morning!'" really means "good morning."

It isn't a film which the literal-minded can follow with any comfort. But it has some wonderfully odd and funny moments, as well as any number of lively observations on the behavior of the foolish greedy, pathetic and indomitable human race.

WILL ROGERS has now become an honorable part of the great American tradition. Along with Artemus Ward and Mr. Dooley, he represents the voice of inspired commonsense, speaking in the endearing accents of illiteracy. He had, as one observer pointed out "enough ripe round wisdom to make the human race ashamed of itself"—an objective which Will Rogers, who "never saw a man he didn't like" would probably have been the first to disclaim.

This peculiar quality entitled him to screen biographical treatment eventually, and it has now arrived under the title "The Story of Will Rogers." Like its subject, the picture is relaxed, homespun, and leisurely. The central role is played by Will Rogers Jr., who looks enough like his famous father to make the impersonation impressive and at moments even startling. The slouch, the drawl, the sudden sideways upward glance, abashed yet penetrating, from under a tousled forelock, are all vividly and evocatively in evidence.

They aren't quite enough in themselves, however, to make a two-hour film interesting, and the producers have filled out the bill with a couple of production numbers from the Ziegfeld Follies, and endless domestic conversations between Mr. and Mrs. Will Rogers. I found the latter, played by Jane Wyman, rather too much in evidence—there have been an awful lot of loyal inspirational wives on the screen in recent months, and the Wyman performance doesn't provide any variation in a stock pattern.

PAKISTAN'S DYNAMO at OTTAWA

by Frances Oakes Baldwin

—Karsh

BEGUM IKRAMULLAH

THE NOTE on my engagement pad said: "Interview—Begum Shaista Ikramullah, wife of Pakistan High Commissioner to Canada, 11 a.m."

On a slip of paper, I had the facts I already knew about the Begum, and they were enough to ensure that the interview wouldn't be a dull one. I knew that at the age of 37 she had produced four books; four children; won a PhD degree from the University of London; been elected to her country's Legislative Assembly, and served as one of its delegates to the United Nations. I didn't know that it was going to be the friendliest interview I had ever had.

When you interview the Begum Ikramullah, any cold diplomatic formality is left behind with her first warm handshake. She serves you coffee in delicate white demitasse cups decorated with Pakistan's green star and crescent. She introduces you to her children—Inam, a handsome boy of 17 in slacks and T-shirt; Salma and Nazhath, two very pretty girls, 15 and 13, one with thick, smooth braids and the other with short, dark ringlets, in the baggy white trousers, blouse and red vest which is the costume of west Pakistan and the traditional garb for young girls; and Sarvath, an enchanting five-year-old.

When you ask of her family, she pulls out a dog-eared family album ("the children have been at it") and shows you pictures of her father, Sir Hussan Suhrawardy, in his uniform as a surgeon in the Indian army and in his robes as Vice-Chancellor of Calcutta University. There are pictures of her uncle, Sir Abdullah Suhrawardy, who was one of the first leaders of the Pan Islamic League, and of her aunt, her father's sister, who was the first Moslem woman ever to take a Cambridge degree.

There are pictures of two Indian homes—the one in which she was born and the one to which she went as a bride, both left behind in India after Partition. And there are pictures of the Begum herself as a young girl in an English frock and as a young matron in the lovely sari in which she was presented at Court in 1938.

"No Pakistani girl wears western clothes anymore," she comments showing these pictures. "Our men do, and our children, both boys and girls, wear western clothes until they're eight because they're so practical. But our young girls and professional women wear the baggy trousers, blouse and vest you saw my young daughters wearing. I wear it myself when I go on a picnic or something like that. And our women wear the sari," she points to the dark green silk sari she herself is wearing. "We think it suits us and our way of life."

You even go into the kitchen to see the four long cupboard shelves devoted exclusively to spices—tumeric, yargot, moong, amchar, chick pea —plus a spice lazy Susan just over the electric stove, because you have expressed an interest in Pakistani food; and an interest in Pakistani handicrafts brings forth a tour of the Embassy.

The Embassy at 190 Coltrin Road in the Rockcliffe suburb of Ottawa is a mixture of East and West. The Embassy was furnished by a Canadian interior decorator, so the rooms are full of western furniture in modern decorator colors. In every room, however, there are two or three touches of Pakistan—a delicate condiment box in silver filigree on the coffee table; a beautifully-carved wooden box—"a gift of Mr. Jinnah, Pakistan's founder, to my husband"—on the mantel; a jewel-toned rug "made in a Pakistani factory—not by hand—but on one of our new machines," on the floor.

"I wish I had even more of my own pictures, rugs and knick-knacks," says the Begum, sitting on the one low, broad couch which is the only genuine Pakistani divan in the Embassy, "but my husband wouldn't let me bring any more. However, I think perhaps the half-west half-Moslem setting is a good one for me. You see I grew up with a split personality."

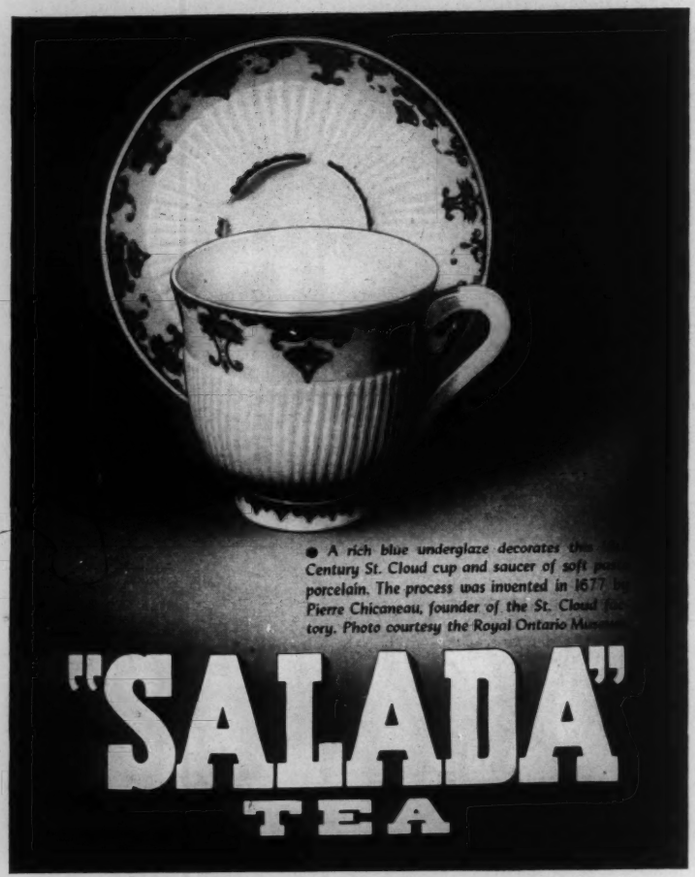
The Begum's mother was the daughter of a Moslem Nabob ("one of the last of the barons" she calls her Grandfather) who never came to terms with the British and refused to adopt any British customs. His daughter, the Begum's mother, was equally orthodox. To the end of her life, she never "came out", and the upper part of the big Calcutta house was furnished as her mother wished it—completely Moslem in appearance and atmosphere. When she was in this part of the house, Shaista wore saris, spoke Urdu and even thought in Urdu.

The downstairs of the home Shaista grew up in was furnished by her brilliant surgeon father, the first Moslem to be appointed Honorary Surgeon to the Viceroy. It was as thoroughly of the west as her mother's floors were of the East. When she was downstairs, Shaista wore western frocks to go with the furniture, and she spoke—and thought—in English.

"Both my brother, who died when he was a young boy, and I thought we were lucky to grow up in these two worlds," says the Begum. "Most of my friends had parents who were either both

CONTINUED ON NEXT PAGE

FRANCES OAKES BALDWIN *is a young (27) Ottawa woman who combines radio and magazine writing plus looking after a husband and a 16-month-old son. She has her BA (cum laude) from the University of Saskatchewan and her Bachelor of Journalism from Ottawa's Carleton College, served in the RCAF (WD).*



● A rich blue underglaze decorates this ... Century St. Cloud cup and saucer of soft ... porcelain. The process was invented in 1677 ... Pierre Chicaneau, founder of the St. Cloud ... tory. Photo courtesy the Royal Ontario Mus...

Pakistan's Dynamo

CONTINUED FROM PREVIOUS PAGE

orthodox or both radical. In either case, they missed something. My brother and I were taught both to accept new ideas and to cling to the treasures which were our heritage."

Shaista's education was western, however. She attended Loretta House in Calcutta, a school for girls run by the Catholic Sisters of The Institute of Blessed Virgin Mary. "As a result of those kindly teachers," says the Begum, "I have had a weakness for nuns all my life."

For the years from 7 to 13, her father's army duties kept him moving about India. They lived in a dozen different homes, so Shaista had an English governess. Then it was back to Calcutta to Loretta House and Calcutta University. In 1933, when she was 17½, she got her BA from Calcutta. In the same year, she married Mahamod Ikramullah, the young Under-Secretary of the Department of Industries and Labor.

For four years, her life was centred completely in her home. Then, in 1937, her husband was sent to London, and an old dream came to life again—the dream of graduate study. Shaista enrolled at the University of London's King's College, and from 1937 to 1940—with time out for interruptions like the birth of her third child—she studied for her PhD degree.

In 1940, the Ikramullahs came home—home to a vastly changed subcontinent. In the three years they had been away, the Independence movement, for which Moslem and Indian had worked, had come to a head. The question of Indian independence was no longer a question. Everyone knew that the British would leave at the end of the war. However, for the Moslem minority there was a new question: would Indian independence mean Moslem independence or would it be a matter of going from British subjugation to Indian subjugation? Most of the Moslem group had come to the conclusion that there was only one solution—partition—their own country, Pakistan.

ON OCTOBER 26, 1940 (she says the date as though it were yesterday) the Begum had her first interview with Jinnah. He asked her to help organize the All India Moslem Women Student's Federation. "From then on," she says, "I never did anything *but* Moslem Women's Federation. At one of the first meetings in New Delhi, only two rows of seats in a vast hall were filled. A year later,

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5

LONDON FASHIONS

NO LONGER STRAPLESS

by Victoria Chappelle

LONDON: Women today really have the last word in what they will or will not wear. Up to World War I, and for two or three years afterwards, the great dressmakers laid down the law on fashion and if women disliked the result it was so much the worse for them. Increasing dependence of some of the haute couture houses on the mass production trade has put a stop to this. Nowadays, when someone remarks that "women are slaves to fashion," the speaker is really saying that women have a healthy dislike of getting into a rut. All the same, the fashion trade does not now attempt to make sudden and drastic altera-

the same hall was packed, the galleries were packed and hundreds of women thronged about the doors in the street."

With partition came a thousand more jobs. The Begum was elected to the Pakistan Assembly, and as an MP she did more than make speeches. She visited the refugee camps personally, and if there was a lack of water or proper sanitary conditions she made it her business to find out why.

"CABINET ministers used to ask their hostesses not to put them next to Shaista at dinner," laughs a friend. "Somehow a conversation with her just naturally turned to water shortages or something else unpleasant, with Shaista wanting to know exactly what was being done to correct the situation."

The Women's Federation, now called the All Pakistan Women's Association, also threw itself into the job of helping rehabilitate five million homeless refugees. One of the Association's projects has been the formation of Industrial Homes for cottage industries throughout Pakistan. There women come every day to do the centuries old needlework of their ancestors—Karchobi, a scroll design in thick gold thread, with sequins caught into the pattern; Kamdani, a daintier, more delicate type of Karchobi; the striking Sindi mirror embroidery; the Baluchistan leather work. The women are paid by the day, with the Association supplying the materials and doing the marketing in shops manned by volunteer workers.

The Begum hopes to have a Fete to display some of these cottage industries some time this winter.

"If just one of these items caught on in Canada," she said, indicating the little embroidered mad-caps; the red velvet bags bright with gold Karchobi work; the leather sandals; the white silk saris with their silver Kamdani stitchings, "it would keep a whole Industrial Home working for a year. And," added the Begum Ikramullah, "it would make me feel I was still doing something, for there is so much to be done."

■ Winner of the second Playwriting Competition of Vancouver's Community Arts Council is Yvonne Agazarian (Mrs. Ben Maartman), with "A Son to be Borne." Winner Agazarian was editor of a short-lived arts magazine published last year in Vancouver.

The second place went to a Vancouverite, too — Charles Wright, for his "Everybody's Secret." Wright won the 1948 Western Theatre Conference competition with "The Man Who Played Judas," which was later published in England.

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tions in style for a while anyway.

THE VERY case in point is evening dress. There seems little to suggest that for evening wear women wish to change the crinoline-type skirt and narrow waistline for the chemise dress. Disappearance of the rather ugly strapless evening line in favor of the swathed shoulder, or the decolletage in which shoulders are outlined and completed with a tiny strap-sleeve, as shown in the illustrations, has added charm both to the short and full-length evening dresses seen in the collections of top designers and being worn by the smartest women in London.

Left to right:

AWNING-STRIPED shantung evening dress in black, brown, beige. Victor Stiebel, London.

AFTER SIX: Blue Velvet with curved decolletage, strap sleeves, skirt flounce. Stiebel.

NYLON SHADOW SCROLL lace in vivid shade called Blood Orange. Hardy Amies collection.

BLACK CHANTILLY from Nottingham with jet sequins on bodice and pleats. Hartnell.

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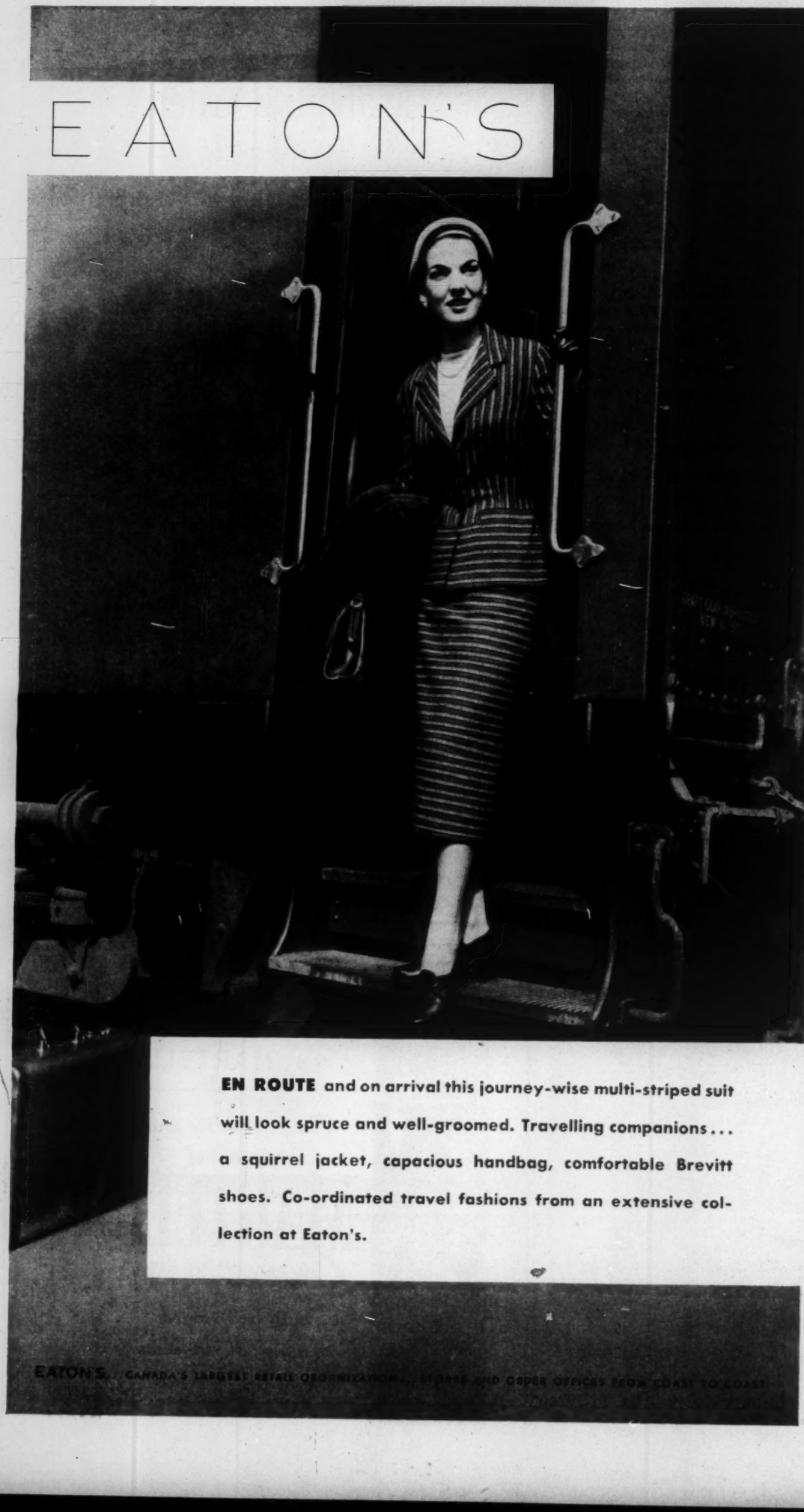
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NOTES

Art of the Hostess

by Bernice Coffey

UNDOUBTEDLY a great deal of the art of being the kind of hostess whose hospitality is long remembered lies in the small, unobtrusive act. Not long ago, when Simonetta Visconte, the young and glamorous Italian designer was in Toronto, Bettie Macpherson told of being one of her guests at a dinner party at a smart inn outside Rome. The previous day Simonetta Visconte had entertained the same group of people at a cocktail party in her apartment—part of a fabulous palace with a view of all Rome. At the dinner every guest was served immediately, without inquiry, with the drink of his or her choice the previous day. The hostess had remembered.

A PLATE with a pear and a slice of blue-veined Camembert—perfect finale for a luncheon at which Mary Dahnke of Kraft Foods was hostess. Miss Dahnke says that Roquefort or Danish blue are equally felicitous accompaniments to the pear. You have not lived gastronomically until you have tasted this delicious marriage of the sweet and bland with the sharp and insistent.

THE FLOW of books and magazines devoted to planning, building, furnishing and decorating the house is in full spate, and certainly there is no lack of information on any of these subjects. But helpful as the books and magazines are in helping to make the average home a more attractive place in which to live, they have for the most part neglected the most important factor of all—comfort. William Edman Massee considers it so important that he has written a book about it—"The Art of Comfort" *(McClelland & Stewart, $3.75)* to show how this essential and all but priceless quality can be built into a new house, or remodelled or rearranged into what one is now stuck with.

What Mr. Massee's book really does is to provide a new concept of space and how to put it to use in a way that provides the maximum in comfort. The author is obviously an admiring disciple of today's greatest living architect, Frank Lloyd Wright. This is a practical book packed with ideas and after reading it you probably will find yourself looking at your home environment with entirely new eyes.

THOSE whose memory goes back that far may recall with some nostalgia the days when it was possible to purchase silk crepe hose. Women liked the crepe because it did not snag easily. For years manufacturers of nylon stockings in both the United States and Canada have been trying to make crepe hosiery without having much or, for that matter, any luck at all. Well, the first-in-the-world true nylon crepe stocking is now in the shops and the technique for making the nylon crepe was discovered right here in Canada in a textile mill at Galt, Ontario.

LIGHTER SIDE

Public Personal Finances

by Mary Lowrey Ross

"I'VE BEEN reading the personal financial statements made by the various American Presidential and Vice - Presidential candidates," Miss A. said as we settled down at the Friendly Sandwich Bar.

She had listened to Senator Nixon over the radio, and when the Senator came to the spot about having to borrow on his life insurance she had turned the radio off in sheer embarrassment. "I thank God," she said, "that I live in a country where decent British reticence is respected in Government circles . . . I guess I'll take the banana and peanut butter sandwich."

"I'll take minced ham," I said, and added rather irritably, "Government circles here don't show much decent British reticence about the income taxpayer's financial standing. They have to have every last pitiful detail right down to what it costs you a year for typewriter ribbons. Wonder what Finance Minister Abbott would say if I wrote in that decent British reticence forbade me to say how much I had cleaned up on Union Carbide or International Tel and Tel."

"He would simply send you a printed form," Miss A. said.

"That's the trouble with this country," I said indignantly, "Always the printed forms of graded severity. Never the warm human deeply revealing approach. Look, since Mr. Abbott insists on knowing all about my personal finances, wouldn't it be a generous and friendly act if he stood up in front of the television cameras and explained about his to me? Intimate personal items, like how much he contributed to Community Chest, and what were his capital gains, if any, on International Steel, and whether he remits his taxes in quarterly installments. As I see it, there can't be any real communication between me and Mr. Abbott so long as the confidences are all on one side."

"Canadian audiences don't go in for that sort of thing," Miss A. said stiffly.

"CANADIAN audiences are just like everybody else," I said. "The trouble is they never get into recognizable touch with their politicians. They only see them sitting behind their desks in the newsreels, looking more like Roman torsos than human beings. They never think of them as people like themselves, who have to worry about paying for their back dentures, or hustling out to post the gas-bill in time to catch the rebate. Politicians have been moving too long on the large vague periphery of public activity. They need to be brought back into the bright busy centre where they can share their private worries with the people they represent. That's what the Age of Television is for."

Miss A. had been listening rather vaguely, and now she said suddenly. "Did I tell you I am thinking of running for the Board of Education in the next election?"

"Good," I said, "Splendid. Now when you go before the rate-payers, don't for Heaven's sake bore them by talking about free school lunches or the new system of report cards. Simply lay your personal monthly budget before them. Tell them you bought your new vicuna coat on the rotating payment plan. If you happen to be in an embarrassing financial position tell them about it. They'll love it."

"AS A matter of fact," said Miss A. who had been rummaging in her bag, "I'm in an embarrassing financial position right now. I've got exactly 17 cents."

I said warmly that I honored and respected her for her candid admission and would pay the check myself. We went over to the desk and I opened my bag. "Good Heavens!" I said.

"What is it?" Miss A. asked.

"I had everything in my striped bag and I changed everything into this one," I said. "At least I thought I put in everything."

I emptied my purse on the counter. It contained a package of kleenex, a bank-book, a lighter, a lipstick, a receipt from the cleaniteria, and two bobby-pins. The zipper compartment yielded three coppers. "Look in your bag again," I said agitatedly.

Miss A.'s purse contained her bifocals, some private correspondence, a pink cotton square for cleaning her glasses, and 17 cents. She laid the 17 cents on the counter, along with my three. Several customers had gathered by this time, and the display represented a public financial statement.

"We're in a rather embarrassing financial position." I said to the cashier. I indicated Miss A. who fortunately was wearing her vicuna coat and her three-strand pearl choker.

"The check is 90 cents," the cashier said impassively.

There was a murmur of sympathy from the cash customers. The lady behind Miss A. stepped forward with a quarter. Someone added another quarter and a gentleman gallantly made up the 20 cents. We then left, followed by a friendly cheer.

"Well it just goes to show," I said, "that when you are in a critical public position and are willing to make a perfectly frank financial statement the public is bound to support you."

"I have never been so humiliated in my life," said Miss A., scarlet right down to her choker.

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BEAUTY

SOME NEW THINGS

by Isabel Morgan

TO OVERCOME the difficulty of lipstick selection Yardley have come up this fall with a color chart which matches the new autumn shades to their lipsticks. They tell us the two most important lipstick and rouge shades (these should match exactly) are Red Fuchsia (keyed to the rosy gem tones from pink right through to purple and also to blues and black), and Holly Red to go with green, scarlet and the gold tones from eggshell to deep brown.

Available for some time in the United States and now in Canada —a scented lacquer to paint on inside bureau drawers, underneath closet shelves, beneath tables, window sills, anywhere where the wood is unpainted or unvarnished and you would like a fragrance in the vicinity. They tell us the perfume lasts for weeks and that it is a simple matter to wash off the lacquer if you tire of the fragrance and would like to try another. It would be difficult, we should think, to find a nicer way to scent lingerie and linens. By Mary Chess.

The makers of a trio of perfumes new to Canada make no secret of the ingredients that go into their perfumes, and an exotic list it is. Their Black Satin contains myrrh from Arabia, oakmoss, distillates of precious woods from India, spices like oil of cardamon seed, orris and extracts of carnation from Southern France. Most important element in White Satin is rose. In perfume circles, this is called the top note because it introduces the basic character of the fragrance and is usually detected as soon as you sniff the perfume. Ylang ylang, tuberose, mimosa absolute, tonquin musk and patchouli are other exotic elements. Natural florals play a dominant role in Gold Satin—jonquil from Grasse, rose from Bulgaria, France and Morocco as well as rich amber elements from Portugal, precious wood and root extracts from the far East.

BRAIN-TEASER

FILLET UP!

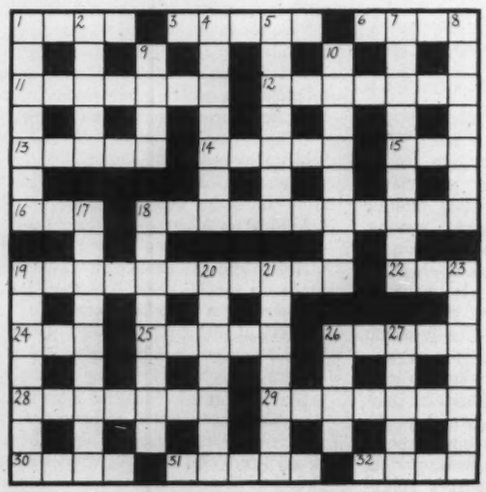
by Louis and Dorothy Crerar

ACROSS

1 and 3. See 25.
6. Potatoes 3 with 1 across. (4)
11. The main course, perhaps. (3, 4)
12. It appears a wartime helper should follow it after a sign from Churchill. (7)
13. Roe, in "relation" to 1 across? (5)
14. Just the girl to hoard! (5)
15. Shakespeare made much of it. (3)
16. Caught 1 down in the Garden of Eden? (3)
18. May create a vile odor in the C.I.L.! (3-5, 3)
19 and 22. See 1 down.
24. Yet it's not used in a paddle-boat. (3)
25. 1 across, 3. The panhandler appears to have more important business to attend to on Friday. (5,4,2,3)
26. Muskcat? (5)
28. Where the speaker addresses a full assembly. (7)
29. It's a grate life for this dog. (7)
30. She helped make Great Britain what it is! (4)
31. Means of getting a house. (5)
32. There's something fishy about Charley's relative. (4)

DOWN

1, 22, 19 across. Praiseworthy form of angling? (7,3,11)
2. They may stick at performing for Christmas charities. (5)
4. Well, this kind of person should be a methodist, perhaps. (7)
5. There's Italian food for Viola in Rhode Island. (7)
7. Lo, it is! (a cut in "staff"?) (4,1,4)
8. There's no relief if you're on this. (7)
9. This 1 across should not be longer than a foot. (4)
10. They follow the main course! (8)
17. Were his portraits all Dutch to his critics? (9)
18. Just the conversation to start a collector off. (8)
19. Where a drink may caws intoxication. (7)
20. Mothers get together when this leader doffs his hat. (7)
21. Rockwell and Angell. (7)
23. One has room to circulate here. (7)
26. I hab it in de doze? (4)
27. Overtures produce a love of fine art. (5)



Solution to Last Week's Puzzle

ACROSS

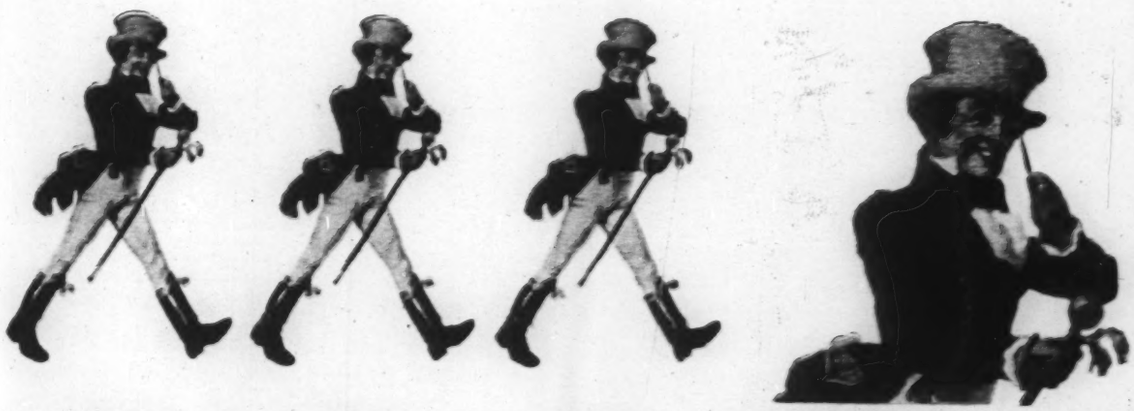
1. Pontiff
5. 28, 29. Once in a lifetime
9. 28. Prime of life
10. Ennoble
11. See 12
12. 11, 27. Middle-aged spread
13. Boa
15. Zero
16. She
17. Caste
19. Uncap
21. Use
23. Nets
26. Air
27. See 12
28. 25, 32. Life begins at forty
30. Arietta
31. Tripoli
32. See 28
33. Creases

DOWN

1. Poplar
2. Naiveté
3. Iced
4. Fifties
5. Overdue
6. Condescend
7. Imbibes
8. Averaged
14. Compositor
18. Rutabaga
20. Cardiff
21. Unready
22. Elastic
24. Tripods
25. See 28
29. See 5 across

1820 1830 1840 1850 1860

1870 1880 1890 1900 1910



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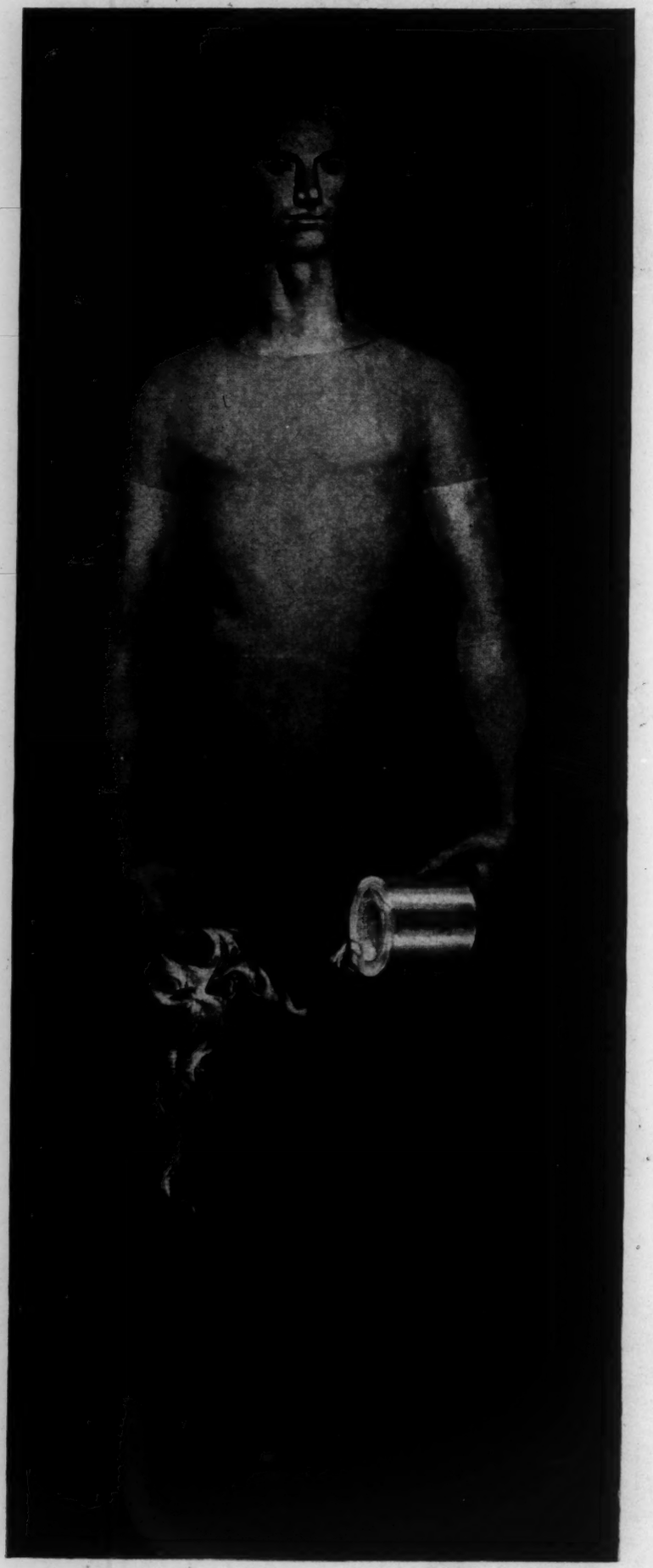

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